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[a706]

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[a619]

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of paper only.
No anonymously signed communications that have already appeared in other papers will be inserted.
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HONGKONG OFFICE: 104, DES VŒUX ROAD C.
LONDON OFFICE: 181, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JANUARY 21ST, 1913.

The published figures of Customs revenue for 1912 indicate greatly increased trade at practically every port in China, with the exception of Shanghai and the Manchurian ports. Of the individual towns that have contributed to the record total for the year the most significant instance for British merchants is, perhaps, Changsha, which accounts for 90 per cent. of the trade of Hunan. With a total revenue of Tls. 390,000 it shows an increase of some 30 per cent. over the figure for the previous year, and 1911, it must be remembered, was itself a boom year. 1904 is the first year in which the port appears in the Customs returns, and since then, with the exception of 1910, when the city was the scene of serious riots, the trade has gone ahead by leaps and bounds, so that there is no reason to believe that high-water mark has yet been attained. As a test of the actual progress of the port, the figures of 1912 taken by themselves might be illusory. Last year was, thanks to phenomenal harvests, a record year for the whole country, while in Changsha there were contributory features that raised the total above its normal level. Large quantities of stock had been held up in the days of disorder at the end of 1911, and these swelled the exports at the beginning of 1912; moreover, the revolution interfered seriously with the junk trade, and consequently unusually large quantities of merchandise were shipped by steamers and so, of course, came under the cognizance of

the Maritime Customs, which they would otherwise have escaped. But even if last year's figures are discounted in accordance with all these factors, the progressive increase remains undisputed, and gives every reason to believe that Changsha, as the entrepôt for the trade of the province, will soon take a very high place among the inland ports, especially as it is presently to become a railway centre as well as a shipping port. In view of this prospect, it is disquieting to learn that while the shipping is predominantly British—the tonnage under the Red Ensign exceeds that under all other flags—the export trade appears to be falling more and more into the hands of Japanese and Germans, while there are not wanting signs that the latter country is nursing Hunan with a view to developing special markets there, as in Shantung. No one, of course, can quarrel with such a policy, and we have nothing but respect for the patient painstaking commercial methods that leave no opening neglected, and pass by no opportunity for working up a connection. As an instance of the apparently concerted policy of the Germans for the acquisition of a peculiar status in Hunan, it is worthy of note that the missionary work in the province is passing largely into their hands, through the agency of societies affiliated to the China Inland Mission, while the branch of the London Mission is, we understand, being withdrawn. The general tendency towards a German atmosphere is thus being helped, and the effect will undoubtedly be to put German trade on an advantageous footing. Side by side with the active and scientific measures of German merchants for developing a market, the characteristic of British methods seem to be apathy. There is now, we are told, but one firm of British exporters in Changsha, and they are represented by a Chinese agent only, while there are three or four German firms represented by non-Chinese agents, two of them having foreign staffs. We have seen, in Shantung, the success attending the German process of nursing a trade district, and it appears possible that the same process is being worked out in Hunan. The prize is certainly worth an effort. A former Commissioner of Customs at Changsha says: "Its coalfields are believed to be more extensive than those in Europe, including England, covering, as is estimated, an area of 21,000 square miles. Of this mineral an engineer of repute has written: 'Of bituminous there are coals, both coking and non-coking, fit for steel-making or steam uses. Of the anthracites there are those adapted for domestic use, with others sufficiently hard to bear the action of a blast furnace, and yet so low in sulphur, phosphorus, and volatile substances as to render them available for the manufacture of Bessemer pig.' The Hengchow district, Leishan, supplies the best anthracite for grates I have ever seen. ... A Government mine near Liling (Pingliang) turns out about 1,000 tons per diem of coke and coal for the Hankow and Wuchang works." Then there are also rich supplies of iron, tin, sulphur, copper, and silver, as well as zinc, lead, antimony, and nickel mines. As for vegetable wealth, the Hunanese claim that a full harvest of rice from their province (which produces three crops a year) is sufficient to supply the whole of China, while the Ocum teas are universally famous. It is not hard to understand the efforts that Germans are making to gain a firm footing in the commerce of the province, but we trust that its rich resources will attract to it also the attention that it deserves from the British mercantile world.

The English mail of the 21st December was delivered in London on the 17th January.

The French mail of the 17th December was delivered in London on the 18th January.

The British-American Tobacco Co. has opportunely issued, as an advertising device, a book for recording training notes on the Race Course.

Mr. H. S. Kavarana, of Canton, who has been a member of the French Municipal Council for the past twelve years, has been again elected for a further term.

Presidential mandates appoint Admiral Tsai Ting-an President, and Mr. J. F. Olesen, Commissioner of Customs at Tientsin, Vice-President, of the Salt Gabelle.

"Chinese-made bread" and jelly-fish stings are included among the causes to which cases of poisoning, enteric fever and dysentery are attributed by the Director-General of the Medical Department of the British Navy.

The queue is still to be seen even in Hongkong. Two Chinese who had been arrested on a junk for being in possession of opium attracted more than usual attention at the Magistracy yesterday, as they were found to be wearing the old-time appendage.

Mr. E. H. Sharp, K.C., has returned to the Colony after an absence of six years.

The British steamer *Volante*, with a cargo of petroleum for the Petroleum Company at Nouchi-mura, Higashi Tsuaguru-district, Aomori prefecture, stranded at 3 p.m. on the 9th inst., close by the company's oil tank.

The Official Gazette of Peking publishes a detailed statement compiled by the Tsai-chengpu showing that 8 per cent. of the military bonds, to the value of \$4,077,630, have been sold and paid for. The second instalment of interest upon this sum amounts to \$163,105.

Captain Pritchard of H.M.S. *Bramble* inspected the British Volunteer Corps at Hankow on the 9th inst. About forty men were on parade, and for the first time the company was in uniform. The naval officer complimented the volunteers on their appearance and gave them a patriotic address.

As a result of an anti-opium meeting held at the Chinese Y.M.C.A., Shanghai, a committee, consisting of Dr. Wu Ting-fang, Mr. Wen Tsung-yao and Mr. Ma Soo, has been appointed to approach the Municipal Council requesting that body to use its best endeavours towards securing the closure, within three months, of all opium shops in the settlement.

Two German residents of Kobe, Mr. Th. Bunge and Mr. R. Koops, have been decorated by H.M. the German Emperor with the fourth class of the Order of the Crown. The *Japan Chronicle* understands that this distinction has been conferred on these two gentlemen for the active part they have taken in the establishment and maintenance of the German school in Kobe.

Mr. Hugh Horne, Acting British Consul at Shimonoeki, has been appointed Vice-Consul at Kobe, vice the late Mr. A. F. Firth. The British Consul at Tairen, Mr. H. G. Parlett, will take the place of Mr. Hobart Hampden, the First Secretary at the British Embassy in Tokyo, during the latter's absence on leave. During Mr. Parlett's term in Tokyo, Mr. Cunningham will be Acting Consul at Tairen.

The Li family Will appeal case was again resumed at the Supreme Court yesterday. At the outset Mr. Justice de Saumarez intimated that he proposed to take the other short appeal case—he presumed it was a short one—next Monday. It was necessary for his Lordship to leave on Tuesday, and it seemed to him that the case ought to be finished in one day. Mr. Eldon Potter said he hardly thought they would be able to finish in one day.

THE HEALTH OF THE COLONY.

Following upon the statement made by Dr. Clark, Medical Officer of Health, at the Sanitary Board last week, we note in the weekly return that four cases of diphtheria were reported in the Colony last week, two being British and one Chinese. One proved fatal. There were also three cases of enteric fever, all Chinese, one ending fatally, and three cases of puerperal fever were notified, all Chinese, two proving fatal. Small-pox numbered six cases, one proving fatal. Four of these were Chinese (imported), one British, and one Indian.

The health return showed the first case of plague reported this year. It occurred outside the City of Victoria and proved fatal.

ARRIVAL OF JAPANESE SQUADRON.

The following Japanese men-of-war arrived at the Harbour early yesterday:—Second Squadron flagship, armoured cruiser *Yamato*, displacement 8,750 tons, commanded by Vice-Admiral Ijichi; *Yahagi*, and *Chikuma*. Third Squadron flagship, protected cruiser *Tsushima*, 3,385 tons, commanded by Vice-Admiral Nawa; and the gunboat *Saga*.

The *Chikuma* and the *Yahagi* are new cruisers, launched only last year.

COLLISIONS IN THE HARBOUR.

A collision took place in the harbour on Sunday morning between a cargo boat, sailing from Kowloon to Victoria, and a ballast boat, the latter receiving damage to the extent of \$40.

P.C. Wilson, of the Water Police, reports that the steam launches *Cheung Fat* and *Cheung Wan* collided off the China Merchants' wharf on Saturday.

CHINESE RANKS AND REWARDS.

In connection with the various ranks to be conferred by the President of the Chinese Republic, and the concomitant financial rewards, we note that the first rank of Ta Chien Wei, or Prince, carries with it Tls. 12,000 per annum; this Dr. Sun Yat Sen has; the next, the first honour, or Duke, Hwang Chin has, together with Tls. 10,000; and the other ranks are as follows:—
Second class Tls. 8,000
Third class " 6,000
Fourth class " 5,000
Fifth class " 4,000
The diplomas accompanying are written in gold letters on red silk.—*China Critic*.

GOLDEN WEDDING IN HONGKONG.

Yesterday Mr. and Mrs. C. Danenberg celebrated the fiftieth anniversary of their wedding, which took place on January 20th, 1863. The celebrations began with high mass and the Te Deum sung in the Roman Catholic Cathedral in the presence of a large congregation, after which a reception was held at the old couple's residence at the Albany, where they received the congratulations of hosts of friends. Mr. and Mrs. Danenberg had a numerous family, of whom six sons and two daughters are still living. They are all married, and there are many children who call the aged couple grandparents, and there is also one great grandson. Mr. Danenberg, who is well-known in Hongkong and in the coast ports, was formerly accountant with Reiss & Company, and has retired on pension. He was a clever musician, and in the old days rendered good service for the Amateur Dramatic Club and for the Portuguese dramatic societies.

THE POKTULAM MURDER.

Before Mr. Hazeland at the Magistracy yesterday Mo Kwai, a Chinese cowboy, was charged with the murder of an ex-Jemadar of Police named Gulab at Poktulam.

Mr. P. M. Hodgson (Assistant Crown Solicitor) conducted the prosecution, and Mr. R. C. Faithfull, solicitor, defended. A coolie employed at the Dairy Farm deposed that he lived in No. 10 shed with Mo Hung. On the night of the murder Mo Fuk came to the shed just after 9 o'clock, and the Indian form came about 10.15. It was the latter's custom to look round the sheds about that time every night. At this time Mo Fuk was outside the shed and Mo Hung and the defendant were inside. The deceased came to No. 10 shed and seeing Mo Kwai scolded him for always being there, the Indian afterwards going outside alone. Then the defendant struck the Indian with a hoe (produced) from behind, and Mo Fuk hit him with a heavy bamboo pole. Deceased fell down, and further blows were then delivered, which eventually caused his death.

THE MAGISTRACY.

A fine of \$7 was imposed on a Chinese who was convicted of wasting water.

For being in possession of \$100 worth of opium a Chinese was yesterday fined \$500 by Mr. Hazeland.

A Chinese was sentenced to one month's imprisonment and four hours' stocks yesterday for stealing a cat in the West Point district.

A number of prosecutions at the instance of the Botanical and Forestry Department took place before Mr. Hazeland yesterday. Fines of \$10 were imposed for trespassing on Crown land.

At the Magistracy yesterday a man was charged with inflicting serious injury on a Chinese woman. It was stated that the defendant hit the woman on the top of the head with a chopper. Mr. Hazeland sent the man to prison for a month, and bound him over in \$100 for twelve months.

A Chinese passenger on the s.s. *Sui An* was brought before Mr. Melbourne yesterday charged with being in unlawful possession of a revolver. Mr. Leo d'Almada, who defended, tendered a plea of guilty and explained that his client had come from Spain and did not know the laws of Hongkong. A fine of \$25 was imposed.

CHINESE CONSTABLES ARRESTED AT SHANGHAI.

A sequel to the series of burglaries which took place in the Sinza district of Shanghai during November has just been provided. Two Chinese police constables were arrested in connection with the burglaries, and they are to be arraigned before the Mixed Court Magistrate a week hence, with three other Chinese, each of whom has been in prison previously. They were all formally charged and remanded.

It appears that during the month of November some half-a-dozen burglaries occurred in Sinza district and the police were quite unable to gain any clue. Det. Sub. Inspector Fitzgibbon was specially in charge of the case, and a day or two ago he traced some of the burglaries to the ex-convicts. He arrested them on Monday and acting upon certain information also took the two Chinese constables into custody. On referring to the charge-room books it was ascertained that on each occasion a robbery took place one or both of the constables was on duty in the immediate neighbourhood. The case for the Police is stated to be that the officers were part of the gang, and that they were cognisant of what was going on. The property stolen from the various premises amounted to several hundred dollars.—*N.C. Daily News*.

[THROUGH REUTER'S AGENCY.]

THE BALKAN WAR.

THE PORTE'S REPLY TO THE POWERS' NOTE.

The Turkish Foreign Ministers have submitted to the Council of Ministers a draft reply to the Note from the Powers. It is understood that it insists upon the retention of Adrianople because the Bulgarian inhabitants are in a minority, because of the splendid defence of the garrison, and because the loss of Adrianople containing, as it does, the mosques of the caliphs would ruin the prestige of Islam. Moreover, it is pointed out that Adrianople is the gate of Constantinople and its loss would endanger the existence of the Empire. The Porte prays the Powers therefore to make representations to the Balkan States with a view to peace. Regarding the Aegean Islands, the Porte refuses to give up the coast islands, but is ready to negotiate with regard to the others.

NATIONAL ASSEMBLY TO DISCUSS THE REPLY. A message from Constantinople says that the Government has decided to convene a National Assembly on Tuesday to consult with them regarding the situation, from which it is inferred that the reply to the Powers will not be delivered for some days.

It is believed that the Turkish reply to the Powers will not be absolute or non possumus, but will leave a loophole for further negotiations. The Allies' delegates in London declare that the next move will lie with the Powers. They will not take action until the Powers' views are known, but if the Powers are unable to proceed with urgent steps in the event of a Turkish refusal the Allies will take matters in their own hands, as they cannot wait indefinitely for the goodwill of Turkey.

NAVAL BATTLE.

An official despatch from the commander of the Turkish fleet confirms the statement that it was the *Hamidieh* and not the *Medjidieh* which attacked Syria. He says the *Hamidieh* destroyed a powder magazine and an auxiliary cruiser.

A message from Athens states that after an all-night reconnaissance by the *Hamidieh* and a destroyer the whole Turkish fleet left the Dardanelles and steamed towards Lemos. The Greek fleet immediately went in pursuit and after fighting for an hour the Turks fled, being pursued by the Greeks. After a running fight lasting two hours the Turks re-entered the Straits. The Greeks lost one wounded. It is believed that several Turkish ships were damaged.

Reuter's correspondent at Port Said telegraphs that the Turkish cruiser *Hamidieh* arrived there on Sunday morning. While approaching Port Said it was engaged in a running fight with two small Greek cruisers. One anchor was lost, and the other is damaged. The warship is now coaling and provisioning.

CONFLICTING VERSIONS. The reports of a Naval action in the Dardanelles are of a most conflicting nature. The Turkish official version says that the Greek vessels were damaged, after which the Turks returned victoriously to the Dardanelles.

It is reported in Constantinople that another fight occurred on Sunday, in which both sides lost heavily, but there is no confirmation of the story.

SERIOUS QUARRELLING IN THE TURKISH NAVY.

A message from Constantinople says it transpires that a serious quarrel has occurred in the Dardanelles between Turkish naval officers anxious to fight the Greeks and others who considered that the Turkish Fleet was no match for the Greek Navy. Blows were exchanged and 15 officers were wounded in a dispute which ensued on the discovery of a proclamation signed by women of Turkey suggesting that the Commander of the forts should sink the warships, the officers of which were too poor-spirited to fight the Greeks.

OBITUARY.

LONDON, January 20th.
Mr. Arrowsmith, a member of the famous publishing house of that name, is dead.

["DAILY PRESS" EXCLUSIVE SERVICE.]

JAPANESE POLITICAL CRISIS.

PRINCE KATSURA'S DIFFICULT POSITION.

TOKYO, January 20th.

Following upon many weeks of political resentment against Prince Katsura, the Prime Minister, there are rumours that the Prince will probably retaliate by dissolving the Diet.

Prince Katsura announces that he will form his own Party.

This will probably result in heavy secessions from the existing political parties.

[THROUGH REUTER'S AGENCY.]

MONGOLIA AND CHINA.

A WARNING TO CHINA.

LONDON, January 20th.

A telegram received in St. Petersburg from Urga states that the Kutukhta (Government of Mongolia), answering a telegram from Yuan Shih-kai, sent in October, says there can be no question of union, and declares that Mongolia, acting quite independently, has entered into a Treaty with Russia, with the object of preserving her historic position against China. The Kutukhta warns China against any intention of deciding the question by force of arms.

THE FRENCH PRESIDENCY.

MESSAGE FROM THE TSAR.

LONDON, January 20th.

The Tsar has telegraphed his congratulations to President Poincaré, adding: "I have no doubt that under your auspices the bonds uniting France and Russia will become still more closely knit, leading to the increased prosperity of the allied nations."

THE LOSS OF THE "VERONESE."

LONDON, January 20th.

Reuter's correspondent at Oporto telegraphs that there were 234 on board the *Veronese*, 43 of whom perished, including five who died from exposure on board. The remainder were swept off by the sea or were drowned while going ashore.

FIRE IN RUBBER WORKS.

LONDON, January 20th.

Fire took place in the Leyland Birmingham Rubber Works at Leyland, damage being done to the extent of \$23,000. Three hundred workers are thrown idle.

[FROM MANILA PAPERS.]

THE IMPEACHMENT OF JUDGE ARCHBALD.

WASHINGTON, January 18th.

The United States Senate has given a verdict of guilty in the impeachment of Judge R. W. Archbald, formerly of the United States District Court, and later a member of the Court of Commerce.

He was convicted on five out of 15 counts, and was sentenced to removal from office and perpetual disbarment from office.

The case against him was that he had abused his office by having financial transactions with litigants in his court.

STEAMER BURNT IN THE RED SEA.

Messrs. Melchers & Co., as agents of the East Asiatic Company, Ltd., inform us that they have received from the East Asiatic Co., Ltd., of Copenhagen a telegram reporting that the steamer *Estonia* is reported to have been totally destroyed by fire in the Red Sea.

THE HUGHES MUSICAL COMEDY COMPANY.

The present visit of the Hughes Comedy Company promises to be a great success. The performance of "A Day at the Races," at the Victoria Theatre last night was witnessed by an appreciative, interested, and intensely amused gathering, whose recognition of the merits of the artists' efforts were warm and sincere. In addition to the delightful wit and humour prevailing throughout there was plenty of dancing and several popular songs were well rendered, while the choruses were particularly effective. Mike Joy (Mr. Frank Vack) and Louis Gloom (Mr. Bert Le Blanc) were the principal fun-providers, and their funny get-ups and acting caused endless merriment.

LOCAL SPORT.

RUGBY FOOTBALL.

H.K.F.C. v. ARMY.

This fixture on Saturday provided one of the finest games that have been witnessed on the Club ground for many years, there being hardly a dull moment from start to finish. The Club eventually emerged winners by 19 points to 10, but a much smaller margin would have represented the play, as it was a ding-dong struggle, with first one side and then the other possessing the lead, and it was only an eleventh hour revival by the Club that snatched a sensational victory from the Army by scoring 10 points in the last ten minutes. Playing with the sun in their face, the Club, though doing as much pressing, found themselves up against a 7 points lead after 20 minutes' play. Bagnall dropping a good goal while Collins crossed after the Army three had all handled. Rouse, however, saved the situation by responding with a dropped goal shortly after, which left the Army with a lead of 3 points at half-time.

The second half was even faster and more exciting, Grayburn placing the Club ahead with a fine try after brushing aside all opposition, Sutherland converting. The Club now led by 2 points, but a second try by Collins shortly after made the score 10 points to 9 in the Army's favour, and it looked as if they would retain the advantage, until Chapman, receiving at midfield, burst away and crossed over for Sutherland to convert. A mis-kick from the re-start nearly let the Army in, but the Club recovered, and, as the result of a combined rush, Stark eventually secured and crossed for Sutherland to again add the extra points. Time arrived shortly after, leaving the Club winners by 4 goals (19 pts.) to one goal and 2 tries (10 pts.).

Although the Army were unlucky to be beaten so heavily in score, the Club must certainly be congratulated on their fine victory when they had to turn out a weakened team. They now stand a very good chance of regaining the Cup, the positions being as follows:—

	Played.	Won.	Lost.	Points.
Club	2	2	0	4
Navy	2	1	1	2
Army	2	0	2	0

GOLF MATCH AT KOW.

At Kowloon an interesting 9-hole golf match was played at the week-end between members of the U.S.B.C. and the Kowloon Cricket Club. In order to make the match as even as possible the handicaps were played on their ordinary handicaps and this somewhat helped the K.C.C. to win by two up. Scores:—

	U.S.B.C.	K.C.C.
Capt. Passey	0	1 G. H. May.
R. E. Lindell	0	0 D. J. Mackenzie.
Lieut. Thompson	0	1 G. Duncan.
Lieut. Wilkinson	0	1 S. E. Green.
R.N.	0	1 S. E. Green.
Comdr. Beckwith	0	1 W. Curwen.
R.N.	0	1 A. O. Brown.
C. N. M. Hamilton	0	1 R. L. Atkinson.
Lieut. Morgan	0	1 R. L. Atkinson.
Dr. Dalmeida	0	1 J. J. Mead.
Allen	0	1 A. E. Crapnell.
Capt. Ralphs	0	1 A. E. Crapnell.

	R. E. Lindell	D. J. Mackenzie
Lieut. Thompson	0	1 S. E. Green.
Lieut. Wilkinson	0	1 W. Curwen.
Comdr. Beckwith	0	1 A. O. Brown.
C. N. M. Hamilton	0	1 R. L. Atkinson.
Lieut. Morgan	0	1 J. J. Mead.
Dr. Dalmeida	0	1 A. E. Crapnell.
Allen	0	1 G. H. May.
Capt. Ralphs	0	1 G. H. May.

PHILIPPINE INDEPENDENCE.

VIEWS OF THE GOVERNOR.

Mr. W. Cameron Forbes, Governor of the Philippine Islands, interviewed by a representative of the *Japan Advertiser* in Tokyo last week, said that he was not disposed to regard Dr. Woodrow Wilson's declaration in favour of the independence of the Philippines as very new, since it did not commit the President-elect to anything more than he said in his speech of acceptance. Probably the remark made by Dr. Wilson was merely a tentative indication of his political sympathies, which did not necessarily commit the new administration to specific action at any particular time.

Mr. Forbes freely admitted that virtually the unanimous desire of all intelligent Filipinos was for independence at as early a date as possible, and with this aspiration no genuine American would quarrel. It was a perfectly natural and legitimate aspiration the absence of which would not redound to the credit of the people. But the Filipino wish was for independence along peaceful lines and through the gift of the United States. "What," was asked, "is your own idea of the feasibility or otherwise of satisfying this wish at an early date?" "I think," replied the Governor, "that the only safe way to achieve the development of the islands is along gradual lines, giving the people more time to time in their own affairs worthy of the as they show themselves worthy of the same. On the other hand, any sudden jump is not yet ripe for any great moment in the situation. In the best interests therefore of the Filipinos themselves, it is to be hoped that any step which is taken will be cautious and gradual and not of a revolutionary character."

It may be noted that the chairman of the Committee of Insular Affairs has already drafted a Bill which proposes to grant the islands a qualified independence under a President appointed by the United States and probably an American.

THE OPIUM LITIGATION AT SHANGHAI.

MIXED COURT JUDGMENT.

DAVID HARRISON AND CO., LTD., AND OTHERS v. THE OWNER AND EDITOR OF THE "CHINA REPUBLICAN."

Judgment in the above case was given on Wednesday last in the Mixed Court as follows, by Mr. C. F. Garstin (British Assessor) and Magistrate Kwan:—

This is a case in which one company, eight firms and two individual traders join as plaintiffs to claim an injunction restraining the defendant from further publishing certain alleged libels which appeared on various dates in his newspaper the *China Republican* and any similar libels affecting the plaintiffs "in their trade."

The law of defamation does not occupy a prominent place in the Chinese Code in which before the Revolution the only provisions touching on this subject were mostly framed to suit a state of society which is now passing away. The edition of the Code published in the first year of Hsuan Tung retains some vaguely worded provisions by which scurrility in the rank of a fine proportionate to the nearness of the person defamed and the nearness of his relationship to the offender. Seditious libels and libels in the form of anonymous accusations of crime whether true or not are also dealt with and are to be punished with great severity.

Since the Revolution a Provisional Criminal Code has been published by the Board of Justice containing the following section:— "Those who in criticizing matters of interest publicly insult others shall, whether their statements be true or not, be punishable either by imprisonment for a period not exceeding one year or by a fine not exceeding one hundred dollars." Provisional Criminal Code 2nd Part 31st Paragraph 360th Edition.

In these enactments the subject of defamation is regarded in its criminal aspect as disturbing or likely to disturb the peace of the community. In the present case, however, the plaintiffs have chosen to proceed civilly against the defendants and to claim an injunction which can be issued only if damage is either proved or inferred by the Court from the defamatory nature of the words. It would seem that until quite recently a civil action for defamation was unknown to the Chinese Courts, but the Draft Civil Code issued by the Republican authorities contains certain provisions under the heading in which the commentary explains is included the protection of the reputation of individuals. Any persons whose rights under these provisions are infringed may appeal to the Court to "remove the damage" and to award damages (Section 61). Nothing unfortunately is said on such subjects as certainty as to the person defamed, libels on a class, and the limits of fair criticism. We are, nevertheless, called upon to consider them and to decide two questions:— "Is there sufficient certainty as to the persons referred to in the alleged libels to support this action? If so, do the words complained of amount to a libel on the plaintiffs?"

On the subject of certainty we have been referred by the plaintiffs to the English case of *Le Fanu v. Malcolmson*, where it was held that though the libellous words *prima facie* referred to a large and indefinite class such as "Some Irish factories," yet if the plaintiffs could prove to the satisfaction of the jury as they did that the words were directed against their firm and were understood by persons cognizant of the surrounding circumstances to be so directed, then a judgment in their favour founded on the verdict of the jury could not be set aside on the ground that the plaintiffs were not pointed at with sufficient certainty.

In the case before us we are asked, having regard to the context and to the circumstances under which they were published to say that such general words as "the opium traffickers" and "opium merchants" refer not to one firm, but to eight firms, one company, and two individual traders; in other words, that though these words might *prima facie* refer to an indefinite class, they do in fact refer to a small and definite class, of which the plaintiffs are the members.

We have had some difficulty in deciding this question, which belongs to an order of ideas with which Chinese law is quite unfamiliar, and with regard to which English law is necessarily somewhat vague. The case quoted by the plaintiffs is not quite analogous to the present one, but, on considering the principle which it established, we have agreed that the newspaper paragraphs complained of point at the plaintiffs with sufficient certainty to enable them to sue.

The next question that arises for decision is that of libel or no libel. As we have already said, there can be no injunction unless damage is either proved or inferred from the nature of the words used. The form of the pleadings indicates that the damage to the partners of the firms and the others is in issue only so far as the business which they carry on is affected or likely to be affected. Bearing this in mind we hold that the extracts from the *China Republican* set forth in paragraphs 4, 6, 8, 9 and 10 of the plaintiffs' petition, though they contain words that might be held to be damaging to the personal reputation of any individual to whom they were applied, are *per se* damaging to this company, the firms, and the two individual traders as such, and that no special damage has been proved, judgment, so far as these particular extracts are concerned, must be given for the defendant.

But the extract headed "Wanted Accounts," which is set forth in paragraph 5 of the plaintiffs' petition, insinuates that large sums of money in bribing the Press to champion the interests of their trade. No attempt was made to justify this insinuation, which we think may fairly be held to be libellous on the plaintiffs as traders.

We order the defendant not to republish the words complained of beginning "Wanted Accounts" and ending "their energy."

With regard to the plaintiffs' application for an injunction to restrain the further publication of similar libels, there is the difficulty of framing an order that would not be too wide in its terms, and, moreover, there seems no good reason why we should hereafter have to decide the question of libel or no libel on an application to commit for contempt. We can, therefore, make no such order.

COMMENT BY THE "CHINA REPUBLICAN."

Commenting in a leading article on the judgment, the *China Republican* says:— "Although, therefore, the case has gone largely in our favour—the injunction applied for having been almost entirely refused—and although we have no desire to devote precious time to vexatious lawsuits, yet our duty to the public and especially to Chinese residents in Foreign Settlements forbids that we should hold our peace under the circumstances. We therefore protest against the judgment on the ground that it is based rather upon British than Chinese law, which latter alone should govern the decisions of the Mixed Court. In other words, our protest is against a Chinese subject being dealt with under the laws of the foreign plaintiffs instead of by the laws of his own country. We further protest against the judgment as delivered being according to the laws of the nation to which the Foreign Assessor belongs instead of being in strict accordance with those which a Chinese Magistrate is in duty bound to be guided by. Consequently, owing to the gravity of the principle involved, steps will, in the public interest, be taken through the proper channels to rectify what seems to us to be a dangerous precedent susceptible of serious consequences."

PROSPECTS OF THE LOAN.

THE QUESTION OF INTEREST.

POSSIBLE RIVALS TO THE GROUP.

The Peking correspondent of the *N.Y. Daily News* telegraphed on the 15th inst.:—

During the last few days the Chinese have shown unexpected opposition to several requirements of the Sextuple Group, and notably to that relating to interest on the loan, which the bankers desire to fix at five and a half per cent.

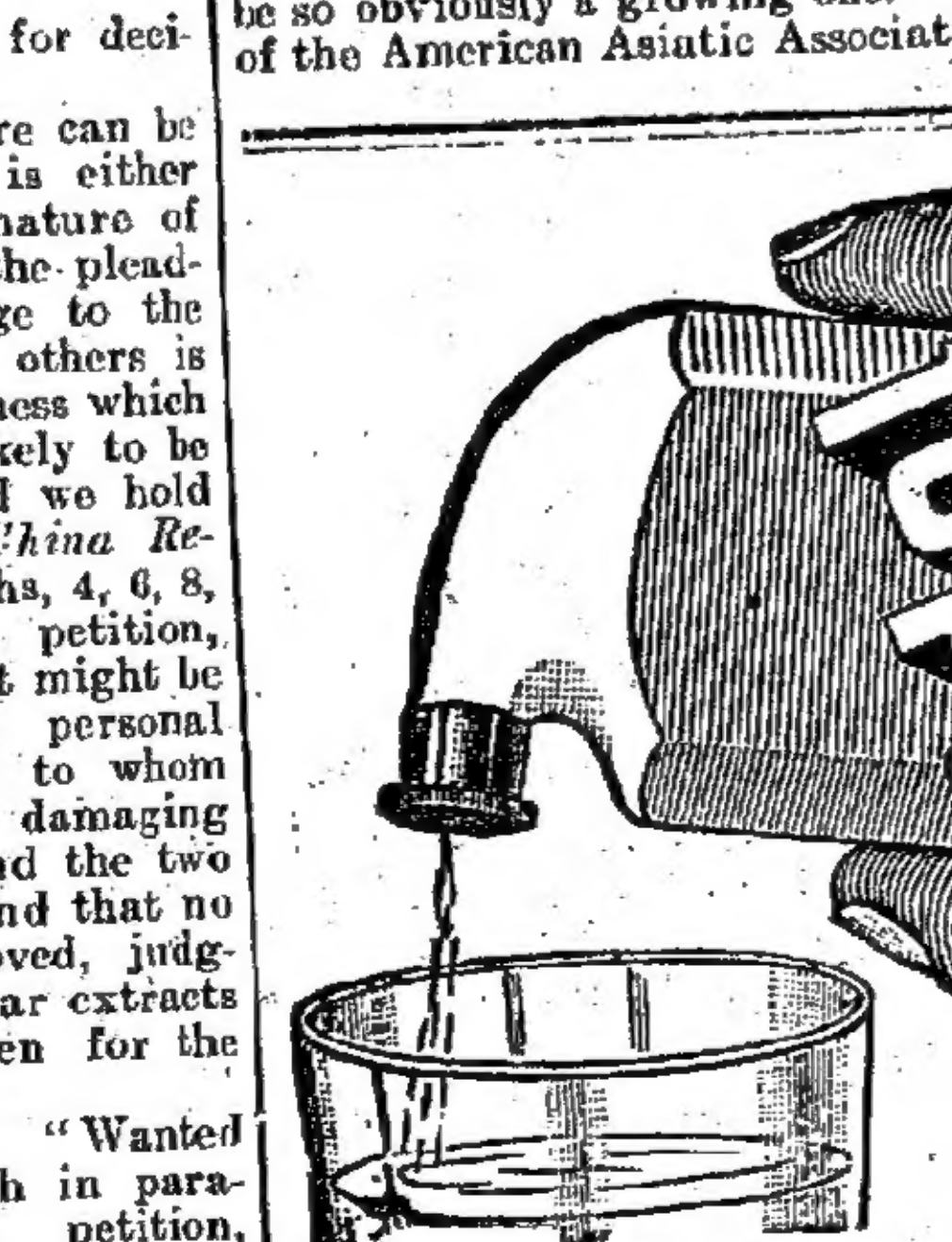
It now transpires that China has five offered quite recently two loans at five per cent., one of \$20,000,000 by Mr. Crisp and the second of \$10,000,000 by the Peking agent of a European group. In the present condition of the money market it is difficult to take these proposals seriously, and the hope is expressed that he deluded into supposing that they can obtain better terms elsewhere than they can from the Sextuple Group.

In view of the general rise in the value of money, which recently led to the borrowing at higher rates in the case of other Governments, and the prospect of heavy requirements of the Balkan and other States, an increase of the rate of interest appears to be essential if the Chinese bonds are to be successfully offered to the public in Europe.

U.S. TRADE WITH THE FAR EAST.

While for the nine months of the calendar year ending September there has been a slight decline as compared with 1911 of both exports to and imports from China, the total export trade of the United States to Asia shows an increase of \$20,500,000. The most notable increase in exports is in the trade with Japan. For the nine months ending with September of last year they amounted to \$27,776,230, while for the present year they are \$41,167,381. The imports for the same period have increased from \$56,000,000 to \$59,000,000. The fact should also be noted that there has been an increase of nearly \$4,000,000 in exports to the Philippine Islands, and that of these exports \$3,709,245 was in cotton cloths. As a matter of fact, the export of cotton piece goods to the Philippines was in value only a little less than that exported to China for the nine months, and in course, conditions in China are more. Of course, unfavourable for a still exceptionally development of trade, and considerable movement of foreign goods into the interior; but it is highly significant of the process of civilisation that is going on with increased rapidity in the Philippine Islands, that the demand of the natives for clothing materials should be so obviously a growing one. "Journal of the American Asiatic Association."

The French Chamber last month discussed the colonial estimates. M. Biette, the reporter, alluded to the exchange of small tracts of land between Great Britain and France in India. M. Bluyssen, deputy for French India, although not opposing the exchange, protested against the idea of giving up territory which still held many memories of Duplex. M. Violette urged ratification of the exchange, which would entail no political drawback, while great economic and administrative advantages were expected to result from it.



Odol is not only more agreeable and refreshing to use than any known tooth preparation, it is also more efficacious. Its antiseptic and re-moistening properties are unique, it is a freshening properties are unique, it is a deodoriser and perfectly innocuous to the most sensitive mouth. Don't forget also that being liquid it penetrates everywhere, not as tooth-powders and merely brushing the surface. One feels directly after use that it is doing wonders for the mouth, and the antiseptic effects last for hours after application.

Of all Chemists and Stores.

THE NEW RAILWAY IN KWANGTUNG.

The railway, built by Chinese engineers, and financed by the Chinese themselves, which will join Pak Kaa, the great port on one of the largest branches of the Canton river, to Hongkong by river steamer, has pushed its way some tens of miles further towards completion, and it is now opened for traffic as far as the city of Kongmun, which is only three miles from Pak Kaa. A correspondent of the *N.Y. Daily News* says: "It must be said that the way is rough, and the inconvenience is considerable to those who travel. The new piece of line has to cross a long reach of water, over which no bridge can be built, at least so the report goes. Consequently the passengers must all be tumbled into a rough barge, be towed across the river, and then board another train on the other side. Even though one takes a first-class ticket, one is not free from considerable annoyance. The train in which I travelled was boarded by about twenty soldiers, who at once took possession of the only first-class carriage, and filled the air with atrocious smoke, and Chinese oaths. These soldiers are said to be essential to the safety of the train, for the brigands and pirates will assuredly attack the passengers, and hence of the two evils those who travel must accept the former, and pay for the privilege."

CHRISTIANITY IN KWANGTUNG.

A CHANGE OF ATTITUDE.

The Canton correspondent of the *N.Y. Daily News* writes:—

We have recently paid a visit to some of the bigger places in the hinterland of Canton, and a few notes may not be unacceptable. First of all, one is struck with the very changed attitude of the people in regard to Christianity. One meets everywhere individual Christians, who come forth and show their colours, and ask the traveller whether he is a merchant or a missionary and, when they discover that he is the latter, at once confess their connection with the Christian Church. Then it is not difficult to find native preachers who will preach on the passage boats, and less difficult still to find an attentive congregation. Then there seems to be a spirit of brotherhood growing up amongst the native Christians themselves, for they meet in each other's places of worship, and this is but opening the way for further unity, when much of the overlapping, that has existed in the past, may be avoided.

SHANTUNG CHRISTIAN UNIVERSITY.

The Council of the Shantung Christian University has held its annual meeting in Tainanfu, in view of the fact that it is hoped that in the not distant future the University may be able to transfer the whole of its plant to that city. One of the most important decisions arrived at, reports a correspondent of the *N.Y. Daily News*, was the recommendation, subject, of course, to confirmation from the missions concerned, that the native Christians elect an equal number of representatives on the Council and give them the same voting power. This problem, if acted on, will doubtless have far-reaching results, but it is believed that it will tend to give stability and effectiveness to the decisions of the Council which will more than counter-balance any possible ill-effects.

A NEW CHINESE GUNBOAT.

The *Yinshao*, 830 tons, the Chinese gunboat which has been constructed at the Kawasaki Dock Yard, was formally handed over to the Chinese Naval Authorities at Kobe, on January 7th. All rites at Kobe, on January 7th. All prominent Chinese residents were invited to a luncheon on board the gunboat, which was to weigh anchor on the 9th instant, and, after shipping ammunition at Kure, to sail for Shanghai.

FRENCH INDIA.

The French Chamber last month discussed the colonial estimates. M. Biette, the reporter, alluded to the exchange of small tracts of land between Great Britain and France in India. M. Bluyssen, deputy for French India, although not opposing the exchange, protested against the idea of giving up territory which still held many memories of Duplex. M. Violette urged ratification of the exchange, which would entail no political drawback, while great economic and administrative advantages were expected to result from it.

LORD ROBERTS' MESSAGE.

TO THE YOUNG MEN OF ENGLAND.

Lord Roberts' "Message to the Nation" is now obtainable in book form, price sixpence. It consists of an introduction and of recent speeches and letters which together drive home the urgent warning which Lord Roberts has again and again given in vain to British Ministers and which he now addresses to the people themselves that they may judge his cause. He points out once more the incontrovertible facts that the Territorial Force is a failure and that the idea that the force will have six months' training after war begins and before it goes into action is, as has been shown by all recent wars, entirely fantastic. He writes in his introduction:—

"It is for my fellow-countrymen to judge between me and those who, during these past few weeks, have willingly or unwillingly misinterpreted my purpose or mis-stated my words. It is also for my countrymen to decide upon a far mightier issue; for in this self-governed, free, and democratic State of England it is for all its citizens to assert whether, in this matter of war and unpreparedness for war, they shall face the facts, resolute to see things as they are, or whether they shall continue indifferent to the history of the past and obstinately blind to the warnings of the present, even to such beacons as are now aflame on every hill from the Balkans to the Dardanelles."

"And I appeal above all to the young men of this nation, to our young men of every rank and social status, to the young men of every trade and profession and calling of any kind; for it is they who, in victory or in disaster, will have to meet the consequences of this tremendous decision. It is they, in a word, who now are England."

"Young men, young men of British birth, as it is possible that you can shirk the issue, that you can fail to hear, or that, hearing, you can fail to respond to your country's summons, to the memories of the past, to the hopes of the future?"

SHIPPING MISHAPS.

The steam trawler *Fukuhaku-maru* No. 1 ran ashore off Quelpart Island, Southern Korea, on 6th instant at 3 a.m. during a storm. Within an hour her deck was awash, says the *Nagasaki Press*, and the crew had to remain on the bridge until daylight, when they were rescued by a fishing boat. The vessel was owned by the *Fukuhaku Enyo Gyogyo Kaisha*, of Hakata, and was insured by the *Teikoku Kaifu* for ¥70,000. It is stated that salvage operations will be extremely difficult.

The steamer *Senjamaru*, 4,535 tons, struck some sunken rocks off the Iwojima lighthouse on Tuesday night (7th instant) at eleven o'clock, while attempting to avoid collision with fishing boats. She entered Nagasaki harbour, and as there was some danger of her sinking she was beached at Inasa with the assistance of steam launches. The damage is estimated at ¥3,000, and repairs will be effected by the *Mitsui Bishi Dockyard*. When the accident occurred the vessel was bound from Dairen to Nagasaki. She is owned by Mr. Tatsuma, of Kobe, and was only recently purchased from foreign owners.

SPECIE SHIPMENT.

The P. and O. Company's s.s. *Marmora*, which sailed from London on the 27th ult., took the following specie:—For Port Said, bar silver, £900; for Bombay, bar gold, £143,000; for Singapore, bar silver, £260; for Hongkong, coin silver, £28,100; for Shanghai, bar silver, £50,000. Total, £251,500.

A CALCUTTA SWEEPSTAKE.

The sweepstake on the Viceroy's Cup by Mr. Joe Lee, bookmaker, Lai Bazar, Calcutta, was stopped by the police and Mr. Lee was charged with keeping an office for the purpose of a lottery unauthorised by the Government of India, authorised by the Government of India, authorised by the Government of India. Mr. Lee said to his certain knowledge sweepstakes had been promoted for the last few years by the Calcutta Turf Club, Masonic Club, Tollygunge Club, and numerous other people, including a Calcutta bookmaker. He naturally thought if they could run sweepstakes he could. He admitted he had been warned, but thought the warning was a matter of form. The magistrate said it did not matter if fifty people had promoted sweepstakes. It was not relevant to that case. Mr. Lee said he held at least a lakh of rupees of public money taken in connection with the sweep and the public might think Government had taken action because fraud was imputed to him. Counsel said no fraud was imputed. Action was taken because the sweep was illegal. The magistrate imposed a fine of Rs. 100. Mr. Lee asked for the return of the papers seized by the police, as without them he could not return to the public their money less expenses. He was advised to confer with the commissioner of police.

LONDON SCHOOL OF TROPICAL MEDICINE.

Mr. Austen Chamberlain has received £48,000 towards the £100,000 which he is raising for the London School of Tropical Medicine. He has been elected a Vice-President of the Corporation of the Seamen's Hospital, to which the school is attached. Mr. Chamberlain has also received £300 from the British India Steam Navigation Co.

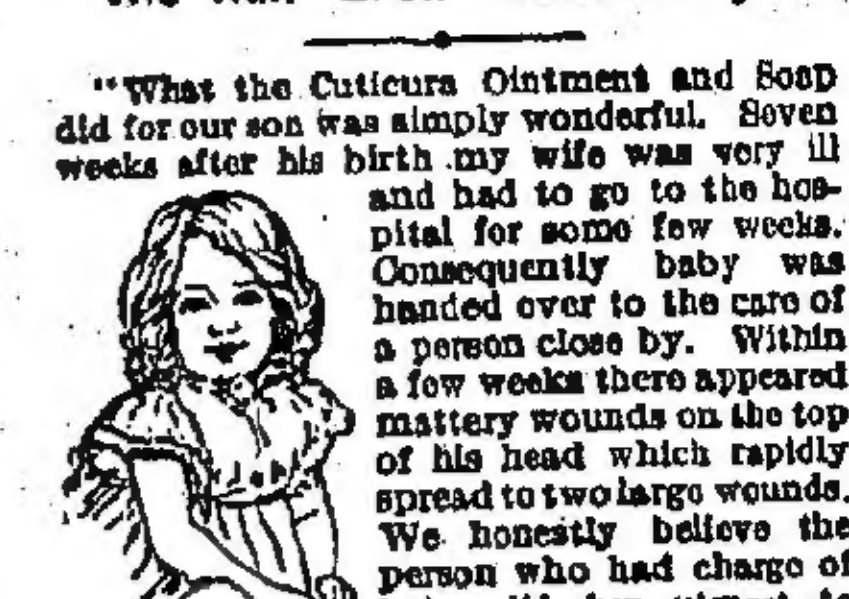
New York ladies, we read, are wearing watches on shoe buckles.

MALACCA RUBBER PLANTATIONS.—An interim dividend for 1912 on all Ordinary and Preference shares at the rate of 6s. per share, free of tax, was to be paid on January 20. In January last 3s. per share was paid.

INTIMATIONS

BABY A SIGHT WITH SCALP TROUBLE

Spread Rapidly. Pain Was Great. Tried Cuticura Ointment and Soap. In Short Time All Was Well and His Hair Grew Wonderfully.



"What the Cuticura Ointment and Soap did for our son was simply wonderful. Seven weeks after his birth my wife was very ill and had to go to the hospital for some few weeks. Consequently baby was handed over to the care of a person close by. Within a few weeks there appeared mattery wounds on the top of his head, which rapidly spread to two large wounds. We honestly believe the person who had charge of baby did her utmost to cure him, obtaining various ointments for the purpose, but to no good. It became much worse and when my wife took him again he was a sight, poor little fellow, and the pain we could see was great. It spread rapidly to the back of the neck and appeared on the chest."

"Of course we concluded it would necessitate the calling of a doctor, but my wife decided before doing so to try Cuticura Ointment and Soap for a few days. She started without delay cleansing the affected parts with a sponge and Cuticura Soap, using warm water very frequently, then well applying the Cuticura Ointment. In a couple of days the change was great, and in a very short time all was well, his hair grew wonderfully, and to look at him now you would have great cause to be grateful to Cuticura Ointment and Soap." (Signed) Francis Underhill, 85, Pilton St., Barnstable, Eng., July 17, 1911.

Samples with 32-p. book free from nearest depot: F. Newbery & Sons, 27, Charterhouse Sq., London E.C. 3; Towns & Co., Sydney, N.S.W.; Zenon, Ltd., Cape Town; Muller, Zionsen & Co., Odessa and Bombay; Foster Drug & Chem. Corp., sole props., Boston, U.S.A.

96-15

Chs. J. Gaup & Co.

ALEXANDRA BUILDINGS.

CHATER ROAD.

CHRONOMETER-MAKERS.

WATCHMAKERS.

JEWELLERS AND OPTICIANS

FINE DIAMOND

JEWELLERY

A SPECIALITY.

ENGLISH, AMERICAN AND SWISS

GOLD AND SILVER WATCHES.

GOLD AND SILVER BRACELET

WATCHES.

ENGLISH MOUNTED CHINESE JADY

JEWELLERY

MAPPIN & WEBB'S

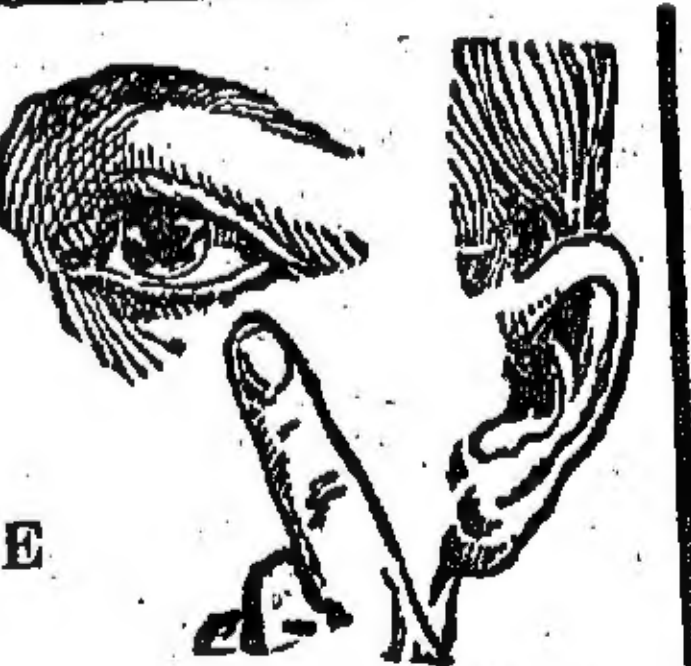
SILVERWARE.

CUTLERY and

PRINCES PLATE.

41

OUR STUDY OF THE EYE



and its anatomy and our long experience in correcting defective vision enable us to tell beyond doubt if your eyes will be benefited by wearing glasses. Our method of testing is scientific and accurate. If you do not need glasses we will tell you so. If you do need glasses we can supply and fit them at extremely moderate prices.

MAKE CERTAIN. WE WILL TELL YOU.

CLARK & Co. SCIENTIFIC OPTICIANS. YORK BLDGS. CHATER RD. HONGKONG

48

NEW ADVERTISEMENTS

UNION WATERBOAT COMPANY, LTD.

NOTICE TO SHAREHOLDERS

THE EIGHTH ANNUAL GENERAL MEETING of SHAREHOLDERS will be held in the Office of Messrs. DODWELL & Co., Ltd., on THURSDAY, 30th January, 1913, at Noon, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to 31st December, 1912. The TRANSFER BOOKS of the Company will be CLOSED from the 22nd to 30th January, 1913, both days inclusive.

DODWELL & Co., Limited,
General Managers.
Hongkong, 20th January, 1913. [213]

WANTED.

BY Young Married Couple, in a refined European Home, One or Two ROOMS, with or without Meals, preferably on Top Floor, with Bathroom attached or near by.

Kindly send all particulars to—
"ITV,"
Care of "Daily Press," Office.
Hongkong, 21st January, 1913. [212]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer
"ASSAYE,"
Arrived Hongkong on 17th January, 1913,
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo—
From London, &c., or as "Morea,"
From Persian Gulf, ex ss. B. I. S. N.
and B. P. S. N. Co's Steamers.
Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.
No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 17th January, 1913. [1]

S.S. "MAGELLAN,"
COMPAGNIE DES MESSEGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex S.S. "Macedo" and "Bretton" and from Hordouex ex ss. "Villie de Constantine," in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Petroleum and Valuable articles, being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 23rd inst., at Noon will be subject to rent and landing charges must be paid on or before the 25th inst., or they will not be recognised. All damaged packages will be examined on the 23rd inst., at 10 A.M.

No Fire Insurance has been effected.

P. THOMAS,
Agent.
Hongkong, 20th January, 1912. [2]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENGLOE,"
FROM LEITH, LONDON AND
STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 31st inst., or they will not be recognised. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst., at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 20th January, 1913. [209]

NOTICE TO CONSIGNEES.

FROM SHANGHAI, KOBE AND MOJI.

THE Steamship

"DILWARA,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 20th January, 1912. [69]

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN Co.

undertake every description of lighter work, including transhipments in the Harbour,

delivery to any water frontage in the Colony, and conveyance to Canton and West River

ports. Small quantities handled and specially low rates quoted for large quantities

54

NEW ADVERTISEMENT

G. R.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, On SATURDAY, the 25th January, 1913, at 3 P.M., on the Spot, The Several Lots Numbered 1 to 19 on Plan to be seen at the Auctioneers' Office, for erection of

BOOTHES AND MATSHEDS, on the Government Ground adjoining the Race Course, North of the Grand Stand Enclosure.

Terms—Cash.
For Plan and Conditions of Sale, apply to—
HUGHES & HOUGH,
Government Auctioneers
Hongkong, 21st January, 1913. [210]

WANTED.

AN ENGLISHWOMAN seeks re-
engagement as Nurse.
Apply by letter—
Mas. H. E. POLLOCK,
118, Peak.
Hongkong, 15th January, 1913. [189]

WANTED.

ONE LARGE or TWO SMALL
FURNISHED ROOMS on the Peak
or Higher Levels.
Apply—
"SCENIC,"
Care of "Daily Press" Office.
Hongkong, 11th December, 1912.

PUBLIC COMPANIES

THE HONGKONG LAND RECLAMA-
TION COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the
TWELFTH ORDINARY MEETING
of SHAREHOLDERS in the Company will
be held at the Company's Office, Victoria
Buildings, on MONDAY, the 27th January,
1913, at 11.30 A.M., for the purpose of receiving
the Report of the Directors together with a
Statement of Accounts for the year ending 31st
December, 1912.

The REGISTER of SHARES of the Company
will be CLOSED from MONDAY, 20th,
to MONDAY, 27th January, 1913 (both days
inclusive), during which period no Transfer of
Shares can be registered.

By Order of the Board of Directors:
E. BRUCE SHEPHERD
Acting Secretary
Hongkong, 14th January, 1913. [184]

THE WEST POINT BUILDING CO
LIMITED.

NOTICE IS HEREBY GIVEN that the
TWENTY-FIFTH ORDINARY
MEETING of SHAREHOLDERS in this
Company will be held at the Company's Office,
Victoria Buildings, on MONDAY, the 27th
January, 1913, at 11.45 A.M., for the purpose of
receiving the Report of the Directors together
with a Statement of Accounts for the year
ending 31st December, 1912.

The REGISTER of SHARES of the Company
will be CLOSED from FRIDAY, 17th,
to MONDAY, 27th January, 1913 (both days
inclusive), during which period no transfer of
Shares can be registered.

By Order of the Board of Directors:
MOWBRAY S. NORTHCOTE,
Acting Secretary,
HONGKONG LAND INVESTMENT AND AGENCY
COMPANY, LTD.,
General Agents for the
WEST POINT BUILDING COMPANY, LTD.,
Hongkong, 11th January, 1913. [173]

THE HONGKONG LAND INVESTMENT
& AGENCY COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the
TWENTY-FIFTH ORDINARY
MEETING of SHAREHOLDERS in this
Company will be held at the Company's Office,
Victoria Buildings, on MONDAY, the 27th
January, 1913, at Noon, for the purpose of
receiving the Report of the Directors together
with a Statement of Accounts for the year ending
31st December, 1912.

The REGISTER of SHARES of the Company
will be CLOSED from FRIDAY, 17th,
to MONDAY, 27th January, 1913 (both days
inclusive), during which period no transfer of
Shares can be registered.

By Order of the Board of Directors:
MOWBRAY S. NORTHCOTE,
Acting Secretary,
HONGKONG, CANTON AND MACAO
STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE NINETY-THIRD ORDINARY
HALF-YEARLY MEETING of
SHAREHOLDERS in the Company will be
held at the Office of the Company, Hotel
Mansions, on TUESDAY, the 11th FEBRUARY,
1913, at 12 o'clock Noon, for the purpose of
receiving a Report of the Directors, together
with a Statement of Accounts, declaring a
Dividend and electing Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from the 28th January to
the 11th February, 1913, both days inclusive.
By Order of the Board of Directors,
W. E. CLARKE,
Secretary.
Hongkong, 14th January, 1913. [185]

"WITH DOG AND GUN IN THE
NEW TERRITORY."

BEING the Series of Articles contributed
to the "HONGKONG DAILY PRESS"
Sportsman, reproduced in book form

PRICE ONE DOLLAR

Hongkong, 25th October, 1910

SHEWAN, TOMES & Co.,
General Managers,
GREEN ISLAND CEMENT CO., LTD.
Dated this 16th day of January, 1913. [196]

CHEAP SALE

WE Beg to offer our Stock of GOLD
& SILVERWARES, SILK
GRASS-CLOTH, etc., at a Great Reduction
Sale.

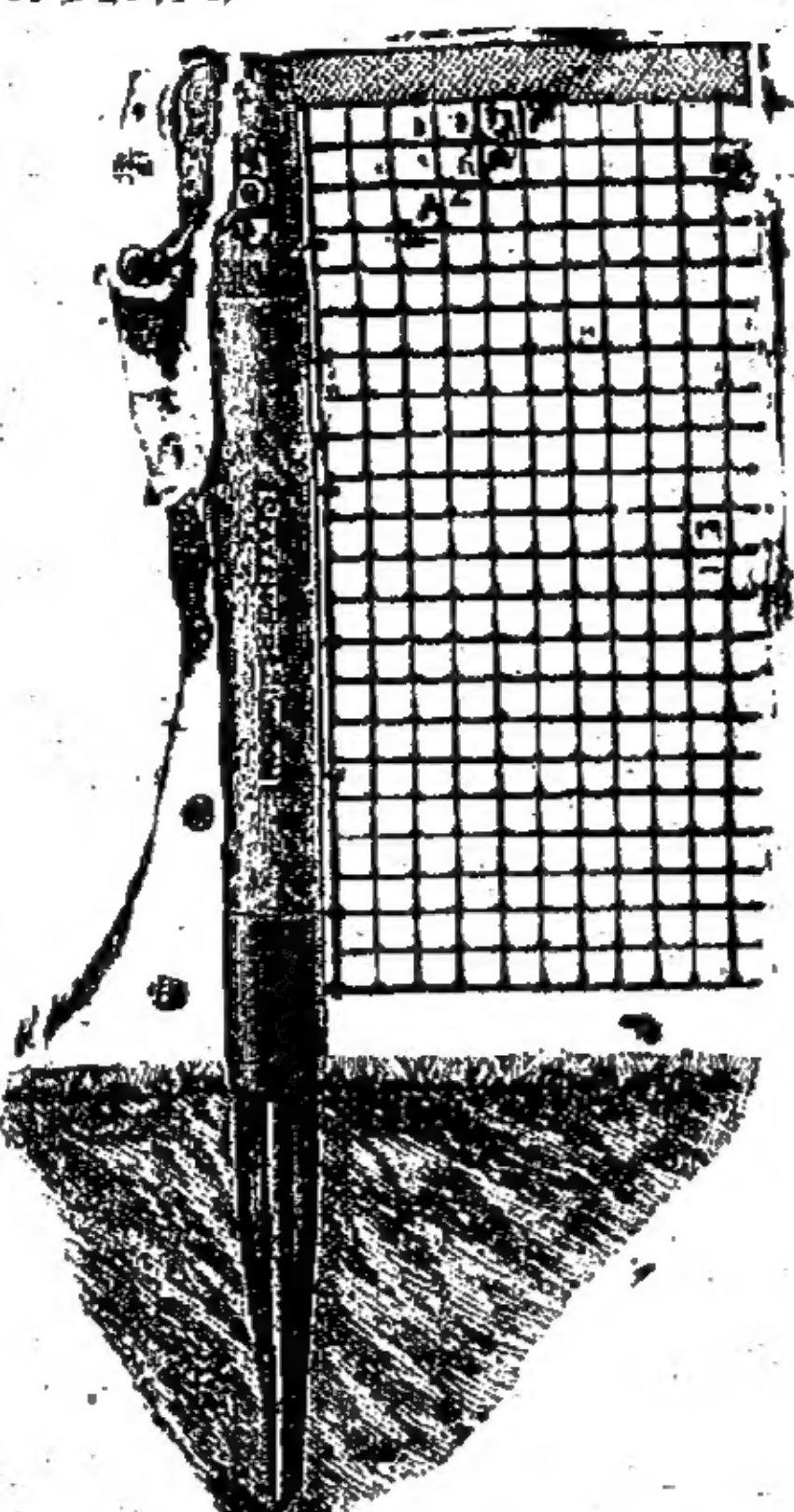
Do not Miss this opportunity.
Inspection cordially invited.

ON WO & Co.,
No. 37, Queen's Road Central,
Hongkong, 25th November, 1912. [1360]

INTIMATIONS

LANE,

CRAWFORD & Co.

SLAZENGER'S 1913 TENNIS BALLS
SPALDING'S
AYRE'SIN AIR-TIGHT CASES.
TENNIS
RACKETS

ALL POPULAR MODELS.

FROM \$7.00 TO \$20.00

TENNIS NETS

FROM \$7.00 TO \$16.00 EACH.

TENNIS POSTS

COURT MARKERS.

RACKET COVERS.

GUT PRESERVER.

Etc., Etc.

SPECIAL RATES TO CLUBS.

TENNIS SHOES

WHITE CANVAS
SHOES
\$6.00 and \$7.00.CANVAS BOOTS
\$7.50.WHITE BUCK-
SKIN SHOES
\$8.50 and \$10.00.BUCKSKIN
BOOTS
\$10.50.

ALL BEST RUBBER SOLES, HAND-SEWN.

LANE, CRAWFORD & CO.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY,
LIMITED.

THE NOTICE GIVEN under date the
14th day of January, 1913, convening
an Extraordinary General Meeting of the
Green Island Cement Company, Limited, for
Tuesday, the 21st day of January, 1913, at 12
o'clock noon, is HEREBY CANCELLED.

SHEWAN, TOMES & Co.,
General Managers,
GREEN ISLAND CEMENT CO., LTD.
Dated this 16th day of January, 1913. [195]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

NOTICE IS HEREBY GIVEN that
an EXTRAORDINARY GENERAL
MEETING of the GREEN ISLAND
CEMENT COMPANY, LIMITED, will be
held at the Office of Messrs. SHEWAN, TOMES
& Co., at St. George's Buildings, Chester Road,
Victoria, in the Colony of Hongkong, on
SATURDAY, the 25th day of January, 1913,
at 12 o'clock Noon, when the subjoined
Resolutions will be proposed:—

1. That the Memorandum of Agreement
bearing date the Nineteenth day of April,
1912, and made between JOSEPH WHITTE-
LEY NOBLE, the Honourable Mr. EDWARD
OSBORNE, and the Honourable Mr. HENRY
EDWARD POLLOCK (Members of the
Committee appointed by the Shareholders
of the Green Island Cement Company,
Limited, at the Annual General Meeting
of that Company held on the Twenty-fifth
day of March, 1911), of the one part, and
SHEWAN, TOMES & Co., of the other part,
as supplemented by a letter bearing
date the Eighth day of May, 1912, and
addressed by the said SHEWAN, TOMES &
Co., as such General Managers as aforesaid
to the above-named Members of the above-
mentioned Committee and by the letter of
such Members in answer thereto bearing
date the 14th day of May, 1912, be and the
same is hereby ratified and confirmed by
the Shareholders of the said Company.

2. That the regulations contained in the
copy of the proposed new Articles of
Association of the GREEN ISLAND
CEMENT COMPANY, LIMITED (which for
the purpose of identification have been
submitted by Messrs. SHEWAN, TOMES
& Co., as General Managers of such
Company, and which may be inspected by
any Shareholder of the said Company at
the Office of the said General Managers
at St. George's Buildings, Chester Road,
Victoria, in the Colony of Hongkong, or at
the Office of Messrs. DRACON, LOCKER,
DEACON & HARRISON at No. 1, Des
Vaux Road Central, Victoria aforesaid,
on any week-day between the hours of
10 A.M. and 4 P.M.) be and the same are
hereby accepted as the Articles of the said
Company to the exclusion of and in
substitution for all the existing Articles
thereof.

Should the above Resolutions be passed by
the required majority they will be submitted
for confirmation as Special Resolutions to
second Extraordinary Meeting which will be
subsequently convened.

SHEWAN, TOMES & Co.,
General Managers,
GREEN ISLAND CEMENT CO., LTD.
Dated this 16th day of January, 1913. [196]

THE CHINESE ENGINEERING AND
MINING COMPANY, LIMITED.

(Incorporated 27th June, 1912)

NOTICE IS HEREBY GIVEN that the
SHARE CERTIFICATES and the
SHARE WARRANTS to BEARERS of the
old Company can now be exchanged for those
of the new CHINESE ENGINEERING
AND MINING COMPANY, LIMITED.

The Registered Certificates will be exchanged
at the Transfer Offices of the Company, No. 26,
Austin Friars, London, E.C., and may be lodged
at the Office of the Company in Tientsin to be
forwarded to London for this purpose.

The Share Warrants to Bearers of the old
Company can be exchanged at the Office of the
Company in Tientsin. The Share Warrants
with Coupons No. 19 and 20 attached must be
left at the Company's Office for examination,
and if found to be in order the Share Warrants
of the new Company will be ready for delivery
after 28 days or as soon thereafter as possible
on payment of the charges incurred by the
Company.

By Order of the Board,
W. S. NATHAN,
Agent and General Manager.
[176]

NOTICE.

OUR PATRONS and the GENERAL
PUBLIC ARE HEREBY NOTIFIED
that from this Day forth no receipt will be
Valid except it is Chopped with our Chop and
Signed by 陳勵予 (CHAN LAI U).

HONG CHEONG & Co.,
Tailors and Outfitters,
60, Queen's Road Central,
Hongkong, 4th January, 1913. [159]

INTIMATIONS

WAR DEPARTMENT CONTRACT.

SEALED TENDERS will be received at
the HEAD QUARTER OFFICE, Victoria
Barracks, Hongkong, until Noon on the dates
shown against each item, for the undermentioned
Supplies and Services, for the period of one year
commencing from 1st April, 1913, except for
Barracks Services, which is for a period of three
years:

TRANSPORT SERVICES.
Tenders to be delivered on 28th Jan., 1913.

SUPPLIES FOR HOSPITALS.
Tenders to be delivered on 3rd Feb., 1913.

MEAT.
FORAGE.
SUPPLIES FOR INDIAN TROOPS.
GENERAL SUPPLIES "A".
Tenders to be delivered on 5th Feb., 1913.

FUEL.
WASHING.
BARRACK SERVICES.
GENERAL SUPPLIES "B".
Tenders to be delivered on 6th Feb., 1913.

Forms and other particulars can be obtained
personally between the hours of 10 A.M. and
1 P.M., or by letter, to the Officer Commanding
Army Service Corps, Victoria Barracks. The
Tender Forms must be properly filled up, signed
and dated, and no Tender will be considered
unless made out on the proper Form and
delivered at the HEAD QUARTER OFFICE by
Noon on the above dates in a closed envelope
marked "Tender for..." and accompanied
by a deposit of (£) 50 or (\$) 500 as a
Guarantee of good faith, such sum to be
forfeited to the State if the Tenderer refuses
to accept a Contract allotted to him or if he
fails to send in samples or to attend at the
HEAD QUARTER OFFICE when called upon.
The right to reject any or all Tenders is
specially reserved.

Hongkong, 18th January, 1913. [207]

THE CHINESE ENGINEERING AND
MINING COMPANY, LIMITED.

(Incorporated 27th June, 1912)

NOTICE IS HEREBY GIVEN that the
SHARE CERTIFICATES and the
SHARE WARRANTS to BEARERS of the
old Company can now be exchanged for those
of the new CHINESE ENGINEERING
AND MINING COMPANY, LIMITED.

The Registered Certificates will be exchanged
at the Transfer Offices of the Company, No. 26,
Austin Friars, London, E.C., and may be lodged
at the Office of the Company in Tientsin to be
forwarded to London for this purpose.

The Share Warrants to Bearers of the old
Company can be exchanged at the Office of the
Company in Tientsin. The Share Warrants
with Coupons No. 19 and 20 attached must be
left at the Company's Office for examination,
and if found to be in order the Share Warrants
of the new Company will be ready for delivery
after 28 days or as soon thereafter as possible
on payment of the charges incurred by the
Company.

By Order of the Board,
W. S. NATHAN,
Agent and General Manager.
[176]

NOTICE.

OUR PATRONS and the GENERAL
PUBLIC ARE HEREBY NOTIFIED
that from this Day forth no receipt will be
Valid except it is Chopped with our Chop and
Signed by 陳勵予 (CHAN LAI U).

HONG CHEONG & Co.,
Tailors and Outfitters,
60, Queen's Road Central,
Hongkong, 4th January, 1913. [159]

BANKS

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL ... \$15,000,000
RESERVE FUNDS ...
STERLING ... \$15,000,000
SILVER ... \$17,000,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:
E. SHILLIN, Esq., Chairman.
F. H. ARMSTRONG, Esq., Deputy Chairman.

S. H. DODWELL, Esq.,
G. FRISLAND, Esq.,
C. S. GUBBY, Esq.,
G. R. LAURENS, Esq.,
F. LIEB, Esq.,
W. L. PATTENDEN, Esq.,
J. A. RUSSELL, Esq.,
Hon. Mr. C. H. ROSS,
H. A. SIELS, Esq.

CHIEF MANAGER:
Hongkong—N. J. STABE.

ACTING MANAGER:
Shanghai—A. G. STEPHEN.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER
BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per
cent. per annum on the Daily Balance.

ON FIXED DEPOSITS.

For 3 months, 2½ per cent. per annum.
For 6 months, 3½ per cent. per annum.
For 12 months, 4 per cent. per annum.

N. J. STABE,
Chief Manager.
Hongkong, 28th November, 1912. [18]

THE MERCANTILE BANK OF
INDIA, LIMITED.

AUTHORISED CAPITAL ... \$15,000,000
SUBSCRIBED ... 1,125,000
PAID UP ... 562,500
RESERVE FUND ... 365,000

HEAD OFFICE:
40, Threadneedle Street,
LONDON, E.C.

BRANCHES:

Bombay, Calcutta, Hongkong, Kandy, Galle, Singapore, Penang, Kuala Lumpur, F.M.S., Hongkong, Shanghai.

AGENTS IN JAPAN:
Messrs. JARDINE, MATHESON & Co., Ltd.

BANKERS:
BANK OF ENGLAND,
LONDON JOINT STOCK BANK, LTD.

Every description of Banking and Exchange
business transacted. Stocks and Shares
bought and sold on account of Constituents.
Letters of Credit granted on Agents and
Correspondents all over the world.

INTEREST allowed on Current Accounts at
2 per cent. per annum on Daily Balance and on
Fixed Deposits at rates which may be
ascertained on application.

F. C. MACDONALD,
Manager.
Hongkong, 14th September, 1912. 909

THE CHARTERED BANK OF INDIA
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID UP CAPITAL ... \$1,200,000
RESERVE FUND ... \$1,650,000
RESERVE LIABILITY OF
PROPRIETORS ... \$1,200,000

FOREIGN EXCHANGE and General
Banking business transacted.

CURRENT ACCOUNTS opened and
FIXED DEPOSITS received for 1 year or
shorter periods at rates which will be quoted
on application.

WM. DICKSON,
Manager.
Hongkong, 12th April, 1912. [133]

NEDERLANDSCH-INDISCHE
HANDELSBANK.

NEDERLANDSCH-INDISCHE COMMERCIAL BANK.

ESTABLISHED 1853.

Authorized Capital Fl. 15,000,000 (£1,250,000)
Paid up Capital Fl. 14,905,350 (£1,242,112)
Reserve Fund Fl. 5,022,161.27 (£418,513)

HEAD OFFICE: AMSTERDAM.

HEAD AGENT: BATAVIA.

LONDON BANKERS
THE WILLIAMS' DOUGLASS BANK,
SWISS BANKING CO.

BRANCHES AND AGENTS all over the
World.

THE BANK



NAPIER JOHNSTONE'S

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER
150 YEARS.

THE SAME TO-DAY AS IN
1745.

**BEWARE OF
IMITATIONS.**

SOLE AGENTS IN HONGKONG
LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS.

WHY WOMEN DON'T MARRY.

MEN WHO ARE SLEEPY AND OUT OF DATE.

Beatrice Harraden writes in *The Daily Chronicle*:—As I begin to set down these few rambling remarks on this most interesting subject, I see before me visions of the charming little country and seashore houses of the unmarried professional, and business women of England. I see a sturdy little bungalow flying the flag of freedom, and defying the winds and storms of the Kentish coast. And somewhere in Suffolk, far inland, on a wild heath, I see a picturesque, white and green houselet, with its own windmill, a loved landmark for miles round. And elsewhere, in a more sheltered setting, I see a creeper-covered cottage and a garden of fairest flowering. England, in fact is dotted all over with these havens. You come across them in most unexpected corners and owned by the most unexpected people.

Some of them are on a larger and more luxurious scale, others on simpler lines, of course. But they are all exceedingly well-endowed for, and they are all symbols of the same thing. They stand as outer and visible signs of the freedom, the independence, and the enterprise of the modern unmarried middle-class woman, and of her ability to carve out for herself, not only a career of work, but a leisure of dignity and peace. If it be true that to be unmarried is a "tragedy of life," then all one can say is that numberless Englishwomen are bearing up remarkably well under the tragedy, and wrestling something out of existence well worth having as a compensation for the fearful fate of being without husband and children.

AN ABSURD TRADITION. One does not deny that there may be many who do pine in an unwedded state, but these are they who are by nature, physical and temperamental inclination fitted to be wives and mothers only—are, in fact, born with this one vocation, which they will pursue with the average amount of success or failure incidental to all vocations. The absurd tradition that every woman is necessarily born with that vocation is at length being unmasked as an absurdity. Most of us have known women who have had about as much genius for marriage and motherhood as, say, hopelessly unmusical people for the roles of prima donnas. In the past there was no choice in the matter. A woman could not reject the career of marriage, if offered to and arranged for her. She had to accept it with the same submission of spirit which drove her reluctantly to torture the piano into discords and to distort wax into angry frowns. The code demanded that she should have no personal inclinations or disinclinations. There was a piano. She must play on it. There was a man. She must marry him. If she loved music, all the better for the piano and herself. If she loved the man, all the better for the man and herself.

But now circumstances have changed, and the ruthless code has had to undergo considerable modifications, at any rate, in middle-class life. Directly women became a self-supporting bread-winner she began to have choices of action, and was at least free to refuse any offer of marriage if it came her way. I say, if it came her way, in deference to the statistics which show that England contains over a million more women than men, and which would therefore seem to claim many women are compelled, whether they like it or not, to remain unmarried, legally. But bare statistics are often misleading, and it is interesting to learn that the census figures show that two-thirds of the total excess of females over males are widows. If this be true, then let those who are deploring the grim fate of the unmarried woman be comforted. We can say to these mourners:—"Tears—idle tears, for two-thirds of the original tragic lot."

"WHY SHOULD THEY MARRY?" But whatever the differentiations in figures and facts, one fact is indisputable: that a very large number of educated and attractive women deliberately turn away from any "chances" offered them, and prefer to remain unmarried. And why should they marry? Unless the call of sex is strong in them, unless an instinct in their natures clamours for motherhood, unless they feel unable to dispense with the continuous companionship of men, unless they are desperately in love—in which case, of course, all arguments fall to the ground—why should they marry?

Life has opened out to them in all directions, and apart from their daily duties in connection with their business, profession or personal concerns, many diverse interests, many helpful possibilities of fine service, and many opportunities of jolly good pleasure await their attention and enjoyment. And having under these modern conditions developed a really remarkable resourcefulness, and attained to a definite independence of action and idea, they would naturally think very seriously upon and weigh carefully the pros and cons involved in changing their state. Moreover, they are helped in this attitude because they are by nature home-makers. Formerly they made homes for men. Now they make them for themselves, sometimes alone, sometimes with a comrade. They can stand alone better than men. They can create an atmosphere out of the most untoward circumstances, and radiate good will in any surroundings. They may be lonely, on and off. But who isn't lonely, on and off, from so-called saints downwards or upwards to so-called sinners? Certainly the most lonely people I have ever known in my life have been married people who have sought a spinster's solitary fireside to pour out sad tales of desolation and heart-lungers.

And apart from their ability to stand alone and make their own acknowledged positions in the professional, business and social world, there is another reason—and the most significant of all reasons—why modern women of education, training and culture are not eager to marry. It is because the men are not modern, because the men are out-of-date. They have, in truth, been asleep for two or three generations, and whilst they have been resting placidly in their grooves, hedged in by their traditions and prejudices, their

ANGLO-ORIENT

REVERSIBLE

HEARTH RUGS,

CORRIDOR

BEDSIDE

RUGS,

SQUARES.



WILLIAM POWELL

WILLIAM POWELL, LTD.

AXMINSTER, WILTON AND BRUSSELS
CARPETS,

with Borders to Match.

STAIR AND PASSAGE CARPETS.

SEAMLESS SQUARES.

As a precaution against the constant risk
of infection, remember that washing with

**CALVERT'S
No. 5 Carbolic Soap**

is a healthy habit, for either personal use or
household purposes—and it is not expensive.

Local Dealers sell it. Makers—F. C. CALVERT & CO., Manchester, England.

a cocoa you can enjoy

"In flavour it is perfect."

VAN HOUTEN'S COCOA

Fact versus Fiction.

The fiction is that another cocoa is "as good as Van Houten's."

The fact is there is not another cocoa to equal Van Houten's.

In every market in the world it is the standard by which all other cocoas are judged.

BEST & GOES FARTHEST

stereotyped views and worn-out codes, so things have been happening of which they have been entirely unaware.

MODERN RIP VAN WINKLES. The women have stolen a march on them in initiative, executive, alertness, dash, courage, enthusiasm, perception, vision. And owing to this prolonged slumber, the men have been deprived of the advantage of following the phases of this change in women, observation of which would have helped them to readjust themselves gradually, unconsciously almost, without any serious disturbance to themselves. As it is, they awake suddenly expecting to find the same old relationships of mastery and subjection, the same old separate standards of conduct, and the same old values and currencies, and are confronted instead with the astounding and annoying fact that women have rebelled against the old order and have developed minds, wishes, intentions, aims, ideals and opinions of their own, together with a rigid determination to take their place in the world on equal terms with men.

Other surprises, too, await them. They find that they have lost some of the glamour that was once theirs, some of the hero-worship, some of the unquestioning belief in their innate superiority ever accepted as an unalterable law of nature. Doubts appear to have arisen about their strength of character, formerly always taken for granted. They are conscious of uncomfortable criticism and analysis where in the past there was always dumb acceptance and endorsement. And they look in vain for those propitiatory offerings hitherto unfailingly brought to their shrine by subservient women-folk both young and old.

Of course they are furious at the change. They would not be worth anything if they did not show that amount of spirit; and certainly women have not the right to be angry and bitter with them since they themselves are to blame for having accepted so long the position of servility and submission, and, moreover, inculcated the doctrine in the hearts of their daughters, generation after generation. In asking justice for themselves they would, indeed, be unfair if they forgot to concede it to the men.

But when the men have calmed down they will see the necessity of readjusting themselves to altered conditions; for it is unthinkable that they will be content to remain out off from the love and companionship of bright and gallant women who, however attracted by their personality, are resolutely set against choosing husbands who are out of tune in the harmony of their progress and out of perspective in the changing picture of life.

Let us hope that the men will bring all their inherent splendid qualities of nature and character up to date without delay, and tempt once more into the paths of marriage that ever-increasing class of able and fine-hearted women whose power of passionate loving and tender cherishing is none the less real because their outlook has been widened by knowledge and experience.

WEATHER REPORT.

On the 20th at 11.05 a.m.—The anti-cyclone is now central to the east of the northern Loochees.

"Pressure has increased considerably over N. Japan and at Weihaiwei, and moderately over S. Japan. It has decreased moderately over S. China, and is nearly stationary over the Philippines.

The gradient over the China Sea is practically nil.

Light or variable winds are indicated along the E. coast of China and over the N. China Sea.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.03 inches.

The forecast for the 24-hours ending at noon to-day is as follows:

DISPATCH FORECAST.

Hongkong & Neighbourhood ... Variable winds, moderate.

Formosa Channel ... " " " "

South coast of China between (The same as Hongkong and Lamook.) No. 1.

South coast of China between (The same as Hongkong and Hainan.) No. 1.

E. or varia'l. winds, moderate; overcast and rainy at first improving later.

TO LET

HONGKONG CLUB.

NOTICE.

TO LET, TWO ROOMS in the Ground Floor of the Annex, suitable for Offices. For further particulars, apply to the Under-Signed.

JAMES CRAIK,
Secretary.
Hongkong, 1st January, 1913. [153]

TO LET—FURNISHED.

From 7th May, for 7 Months.

No. 1, MOUNTAIN VIEW, THE PEAK
Apply to—
Messrs. JOHNSON, STOKES & MASTER,
Price's Building, 100 House Street,
Hongkong, 18th January, 1913. [203]

TO LET.

FROM the 1st May to 1st November,
Barrington, 118, Peak, Furnished.
Apply to—
H. E. POLLOCK,
5, Queen's Road.
Hongkong, 16th January, 1913. [193]

TO LET.

No. 27, ROBINSON ROAD, SIX ROOMS, with Out-house, Commanding a Fine View of the Harbour.
Apply to—
E. X. D'ALMADA & CASTRO,
33, Queen's Road Central.
Hongkong, 18th January, 1913. [204]

TO LET.

FURNISHED HOUSE up at the PEAK, from 1st March next. Furniture entirely supplied by Lane, Crawford & Company and fittings to be sold at a valuation. For full particulars, apply to—
"W. A. D.,"
Care of "Daily Press," Office,
Hongkong, 16th January, 1913. [194]

TO LET.

FURNISHED HOUSE up at the PEAK, from 1st March next. Furniture entirely supplied by Lane, Crawford & Company and fittings to be sold at a valuation. For full particulars, apply to—
"W. A. D.,"
Care of "Daily Press," Office,
Hongkong, 16th January, 1913. [194]

TO LET.

FURNISHED or Unfurnished, 6, Mountain View, Peak, containing SIX ROOMS.
Apply—
W. H. LOXLEY & Co.,
York Buildings, Chater Road,
Hongkong, 17th December, 1912. [72]

TO LET.

OFFICE in ALEXANDRA BUILDINGS.
Apply—
A. S. WATSON & Co., Ltd.,
Alexandra Buildings
Hongkong, 16th October, 1912. [68]

TO LET.

OFFICES in ALEXANDRA BUILDINGS.
Apply—
A. S. WATSON & Co., Ltd.,
Alexandra Buildings
Hongkong, 16th October, 1912. [68]

TO LET.

OFFICES in ALEXANDRA BUILDINGS.
Apply—
A. S. WATSON & Co., Ltd.,
Alexandra Buildings
Hongkong, 16th October, 1912. [68]

TO LET.

FIRST-CLASS Central Accommodation Light and Airy, on FIRST and SECOND FLOORS, in New Building being erected for Messrs. WHITEWAY LAIDLAW & Co., Ltd. Entrance from Des Voeux Road, Electric Lift to all Floors. Electric Light throughout. The plan can be seen and all particulars obtained at the Offices, Messrs. PALMER & TURNER, 1st Floor, Alexandra Buildings, 3rd Floor, Hongkong, 21st December, 1912. [73]

TO LET.

No. 21, SHELLEY STREET.
"CRAIG RYRIE," No. 4, The Peak, To Let, 8 ROOMS; Tennis and Croquet Lawns; Fine Situation.
3, DES VOEUX VILLAS, No. 52, PEAK, 5 ROOMS.
No. 119D, THE PEAK, Furnished, from Middle of April until end of October, 1913.
FOUR BEDROOMS, Tennis Court and Garden.
No. 6, DES VOEUX VILLAS, 58, THE PEAK, from 1st March, 1913. Premises will be thoroughly repaired, painted and colourwashed.
From 1st February, 1913, MERION, No. 10, 124, Barker Road Peak, 5 ROOMS, from 1st March, 1913.
For Sale, "HARTING and ROGATE" on part of Kowloon Island Lot No. 1154.
Apply to—
LINSTEAD & DAVIS,
2nd Floor, Alexandra Buildings,
Hongkong, 14th January, 1913. [64]

TO LET.

ON 2nd FLOOR, No. 2, PEDDER STREET.
ONE-ROOMED OFFICE.
Apply Property Office.
JARDINE, MATHESON & Co., Ltd.,
Hongkong, 23rd May, 1912. [66]

TO LET.

SHOP in ALEXANDRA BUILDINGS.
Apply—
A. S. WATSON & Co., Ltd.,
Alexandra Buildings
Hongkong, 27th November, 1912. [69]

TO LET.

OFFICES in KING'S BUILDING.
No. 2, WEST END TERRACE, Sharnen.
From 1st May, 1913.
153, PRAYA EAST, GODOWN, 152A, PRAYA EAST, GODOWN, suitable for Storage of Kerosene.
Apply—
THE HONGKONG LAND INVESTMENT AND AGENCY Co., Ltd.,
Hongkong, 20th January, 1913. [65]

TO LET.

LARGE SUBSTANTIALLY BUILT GODOWN, situated on Water Front East Point.
For further particulars apply Property Office.
JARDINE, MATHESON & Co., Ltd.,
Hongkong, 15th August, 1912. [57]

NOTICES TO CONSIGNEES

CANADIAN PACIFIC RAILWAY
COMPANY'S ROYAL MAIL
STEAMSHIP LINE.

NOTICE TO CONSIGNEES.

R.M.S. "EMPEROR OF JAPAN."

THE above-mentioned Steamer having arrived from VANCOUVER, VICTORIA and JAPAN PORTS, Consignees of Cargo are hereby notified that their Goods, with the exception of Parcels, Trunks and Valuables, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon Godowns, where delivery can be obtained.

Goods on hand after the 24th inst. will be subject to rent.
No Fire Insurance will be effected.
All damaged packages are to be left in the Godowns and this Office notified, when arrangements will be made for examination.
No Claims will be admitted after the Goods have left the Godowns.

D. W. CRADDOCK,

General Traffic Agent.

Hongkong, 18th January, 1913. [205]

NOTICE TO CONSIGNEES.

S.S. "PERSIA,"

FROM SAN FRANCISCO VIA JAPAN PORTS AND SHANGHAI.

THE above-mentioned Vessel having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature and take immediate delivery of Cargo from alongside. Cargo impeding discharge will be landed immediately at Consignees' risk and expense.

Cargo remaining on board after TUESDAY, 21st Jan., at Noon, will be landed at Consignees' risk and expense.
Cargo remaining undelivered MONDAY, 27th Jan., at Noon, will be subject to landing and storage charges.

No Fire Insurance whatever will be effected. All chafed and otherwise damaged Cargo will be examined at the above Company's Godown TUESDAY, 25th Feb., at 10 A.M.

No Claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to Consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All Claims must be filed on or before 20th Feb., otherwise they will not be recognized.
FRED. J. HALTON,
Agent.
Hongkong, 20th January, 1913. [30]

CHINA COAST METEOROLOGICAL REGISTER.

20TH JANUARY, 1913, A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind Direction.	Force.	Weather.
Victoria	7 a.m.	30.99	—	—	NW	6	—
Namuro	7 a.m.	30.1	—	—	N	1	—
Hakodate	7 a.m.	30.18	—	—	W	1	—
Kobe	7 a.m.	30.27	—	—	WSW	1	—
Koshi	7 a.m.	30.23	—	—	S	4	—
Nagasaki	7 a.m.	30.27	—	—	S	1	—
Kagoshima	7 a.m.	30.30	—	—	SSW	2	—
Oshima	7 a.m.	30.25	—	—	ENE	1	—
Naha	7 a.m.	30.19	—	—	E	3	—
Ishijima	7 a.m.	—	—	—	—	—	—
Bonin Is.	7 a.m.	—	—	—	—	—	—
Chetoo	7 a.m.	—	—	—	—	—	—
Weihaiwei	7 a.m.	30.25	32	90	NNW	5	b
Hankow	7 a.m.	—	—	—	—	—	—
Tientsin	7 a.m.	—	—	—	—	—	—
Yokohama	7 a.m.	30.10	47	100	NE	2	o
Shanghai	7 a.m.	30.17	42	92	NE	2	o
Changhai	7 a.m.	30.03	49	—	SE	2	cy
Quinghai	7 a.m.	30.16	58	—	—	—	—
Sharp Peak	7 a.m.	30.20	53	81	ENE	1	o
Amoy	7 a.m.	30.03	58	100	NE	1	o
Satow	7 a.m.	30.17	—	—	NE	2	—
Taihou	7 a.m.	30.14	—	—	—	—	—
Taihu	7 a.m.	30.14	—	—	—	—	—
Taiwan	7 a.m.	30.09	—	—	—	—	—
Koshun	7 a.m.	30.09	—	—	—	—	—
Pescadore	7 a.m.	30.12	—	—	—	—	—
Canton	7 a.m.	30.09	60	82	—	—	—
Hongkong	7 a.m.	30.09	61	76	—	—	—
Jay Rock	7 a.m.	30.04	60	—	ENE	5	o
Macao	7 a.m.	30.04	60	—	ENE	1	of
Yachow	7 a.m.	—	—	—	—	—	—
Hohow	7 a.m.	—	—	—	—	—	—
Fukhoi	7 a.m.	—	—	—	—	—	—
Phanien	7 a.m.	30.03	63	—	ENE	1	ch
Tourane	7 a.m.	30.03	63	—	ENE	5	o
C. St. James	7 a.m.	30.01	73	—	ENE	2	o
Aparri	7 a.m.	30.06	68	—	—	—	—
Manila	7 a.m.	30.01	72	—	—	—	—
Legaspi	7 a.m.	30.01	75	—	—	—	—
Bacolod	7 a.m.	30.03	73	—	—	—	—
Iloilo	7 a.m.	30.03	74	—	—	—	—
Cebu	7 a.m.	30.03	74	—	—	—	—
Labuan	7 a.m.	30.03	82	—	—	—	—

T. F. CLAXTON, Director.

Hongkong, Observatory, 20th January, 1913.

1 BAROMETER, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 TEMPERATURE, in his shade, in degrees Fahrenheit.

3 HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 DIRECTION OF WIND, to two points.

5 FORCE OF WIND, according to Beaufort Scale.

6 STATE OF WEATHER, by blue sky, a detached cloud, a drizzling rain, fog, a gloom, a hail, lightning, a overcast, a passing shower, a squall, rain, a snow, a thunder, a visibility, a dew (wet), a rain in inches, tenths and hundredths.

7 RAIN in inches, tenths and hundredths.

HONGKONG TIDE TABLE.

From 21st to 27th January, 1913.

HIGH WATER. LOW WATER.

Day of Week.	Days Month.	Mean Time.	Height.	Mean Time.	Height.
Tues.	21	h. m. 9 29 7 49 a	3 9 2 5	h. m. 2 51 0 42 a	3 9 3 4
Wed.	22	10 13 8 0 a	4 0 3 5	3 32 1 40 a	3 3 3 0
Thurs.	23	10 52 9 32 a	4 1 3 5	4 12 2 33 a	3 0 3 3
Fri.	24	m 11 30 10 25 a	4 3 4 3	m 4 30 3 51 a	0 0 2 0
Satur.	25	0 8 11 1 a	4 4 7 8	5 23 4 53 a	2 0 2 0
Sun.	26	0 43 1 32 a	4 6 7 1	m 6 11 5 18 a	1 0 2 0
Mon.	27	m 0 16 1 32 a	4 8 7 1	m 6 52 6 19 a	0 0 1 0

"THE BIG 4" of the PACIFIC MAIL S.S. CO.

MONGOLIA 27,000 tons, twin screws.	COMFORT.	From HONGKONG calling at SHANGHAI, NAGASAKI, Kobe (via Inland Sea), YOKOHAMA and HONO- LULU (the Paradise of the Pacific) through Service via NEW YORK to Europe.
MANCHURIA 27,000 tons, twin screws.	SAFETY.	
KOREA 18,000 tons, twin screws.	SPEED.	
SIBERIA 18,000 tons, twin screws.		
NILE ... 11,000 tons.		
CHINA ... 10,200 tons.		
PERFIA ... 9,000 tons.		

SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Bilge Keels.

The Cost: is not more by this route with its unrivalled opportunities than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £54 to London (return ticket £90.10s.) and to San Francisco £36. SPECIAL RATES to Officers, Army, Navy, Consul and Civil Service, on application.

STAMBERS	Tons	Starting	TUESDAY, 28th Jan., at 1 P.M.
PERFIA	9,000		TUESDAY, 4th Feb., at 1 P.M.
KOREA	18,000		TUESDAY, 18th Feb., at 1 P.M.
SIBERIA	18,000		TUESDAY, 25th Feb., at 3 P.M.
CHINA	10,200		TUESDAY, 4th Mar., at 1 P.M.
MANCHURIA	27,000		TUESDAY, 18th Mar., at 3 P.M.
NILE	11,000		TUESDAY, 25th Mar., at 1 P.M.
MONGOLIA	27,000		TUESDAY, 15th April, at 1 P.M.
PERFIA	9,000		

* INTERMEDIATE STEAMERS.
Passengers holding through Tickets have the privilege of travelling by Train between Kobe and Yokohama, Free of Charge.

HONGKONG-MANILA SERVICE.

FROM HONGKONG.	Arrive Manila.	Leave Manila.	Due Hongkong.
25th Feb. ... CHINA ...	27th Feb.	21st Feb. ... MANCHURIA ...	23rd Feb.
18th Mar. ... NILE ...	20th Mar.	8th Mar. ... NILE ...	10th Mar.
15th Apr. ... PERFIA ...	17th Apr.	15th Mar. ... MONGOLIA ...	18th Mar.
13th May ... CHINA ...	15th May.	5th Apr. ... PERFIA ...	7th Apr.
3rd June ... NILE ...	5th June.	13th Apr. ... KOREA ...	15th Apr.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).
FRED J. HALTON, AGENT.
Panama-Pacific International Exposition—San Francisco—1915

THE BANK LINE, Ltd.

(ANDREW WEIR & CO.)

REGULAR SERVICE FROM HONGKONG TO
VICTORIA, VANCOUVER, B.C.,
SEATTLE & TACOMA.

VIA

SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON PORTS.

STEAMER	SAILING
"OCKLEY"	On 29th Jan.

To be followed by other Steamers of the Company at regular intervals. Calling at AMOY and KEELUNG if sufficient inducement offers. The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy. Special Parcel Express to America and Canadian Ports. For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.
TELEPHONE No. 780. KING'S BUILDING, PRINCE CENTRAL.

NEW YORK LINE.

REGULAR SERVICE FROM
JAPAN, CHINA AND STRAITS TO NEW YORK VIA SUEZ CANAL.
Operated by Steamers of the
AMERICAN AND MANCHURIAN AND AMERICAN AND ORIENTAL LINES.
STEAMER EARLY.

For Rates of Freight, and Further Particulars, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

AFRICAN LINES.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

S.S. "DUNERIO"	3,000 tons	End of February.
And regularly thereafter.		

For Rates of Freight or Passage, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

FROM HONGKONG:	From COLOMBO:
21st Jan.	Connecting with S.S. "SALAMIS" 10th Feb.

For Rates and Further Information, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.	CANTON TO HONGKONG.
HONGKONG TO CANTON. TUESDAY, 21st JANUARY, 1913. 8 a.m. "FATSHAN." 10 p.m. "KINSHAN."	HONGKONG TO CANTON. TUESDAY, 21st JANUARY, 1913. 8 a.m. "KINSHAN." 5 p.m. "HONAM."
WEDNESDAY, 22nd JANUARY, 1913. 8 a.m. "HEUNGSHAN." 10 p.m. "FATSHAN."	WEDNESDAY, 22nd JANUARY, 1913. 8 a.m. "FATSHAN." 5 p.m. "KINSHAN."

HONGKONG-MACAO LINE.
S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.
HONGKONG TO MACAO. Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG. Week days at 1230 a.m. and 2 p.m. Sundays at 730 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 26th JANUARY, 1913.

The Company's Steamship "SUI AN"
Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.
This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.
Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.
S.S. "HOI-SANG," 457 tons.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SALAMIS," 538 tons, and S.S. "NANNING," 569 tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier.

TOYO KISEN KAISHA

TRANS-PACIFIC
WESTERN PACIFIC
DENVER AND RIO GRANDE
TRANS-CONTINENTAL

TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.
S.S. TENYO MARU ... 21,000 tons.
S.S. CHITO MARU ... 21,000 tons.
S.S. SHINYO MARU ... 21,000 tons.

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE.)
HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—String Orchestras, Daily bath, bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

Convenient connections at Chicago with trains for New York Transatlantic Steamers and other Eastern ports.
When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 625.

WESTERN PACIFIC—DENVER AND RIO GRANDE.

The T.K.K. Lines connect at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver.

WITOUT CHANGE.
Through Standard Sleepers.
Through Tourist's Sleepers.
Dining Cars—Observation Cars.
Electric Lights—Electric Fans, Union Depots.
New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado.

Convenient connections at Chicago with trains for New York Transatlantic Steamers and other Eastern ports.
When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 625.

C. LACY GOODRICH,
GENERAL ORIENTAL AGENT,
17, MAIN STREET, YOKOHAMA.
AND KING'S BUILDING, HONGKONG

57

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY FAST DIRECT SERVICE TO TRIESTE.
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ and PORT SAID.
S.S. "BOHEMIA," 7,900 tons, will leave as above on 13th Feb., at 5 p.m.
Cheap rates, Hongkong-Trieste, Venice, £50 2nd, £23 3rd Class.

ACCELERATED TRAIN SERVICE FROM TRIESTE TO PARIS, LONDON & BERLIN TO SHANGHAI.

S.S. "BOHEMIA," 7,900 tons, will leave as above on 29th Jan., at 6 p.m.
Cheap rates, Hongkong-Shanghai, £5 1st, £4 2nd, £2 3rd Class.
Superior accommodation for 1st and 2nd Class Cabin and Storage Passengers.
No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE TO TRIESTE, FIUME and VENICE via SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.
S.S. "VORWAERTS," 12,900 tons, will leave as above about 1st Feb.
S.S. "E. F. FERDINAND," 12,000 tons, will leave as above about 3rd March.

S.S. "E. F. FERDINAND," 12,000 tons, will leave as above about 1st Feb.
S.S. "AUSTRIA," 14,000 tons, will leave as above about 2nd March.
Superior accommodation for Saloon Class Passengers.

"ROUND THE WORLD TICKETS ARE ISSUED."
CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to
SANDER, WIELER & Co., Agents,
Princes' Building.

Hongkong, 4th January, 1913.

SWEDISH EAST ASIATIC CO., LTD.

GOthenBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
DESTINATION STEAMERS TONS DATE OF SAILING.

COPENHAGEN and BALIC PORTS	"CANTON"	6,500	On 23rd Jan.
SHANGHAI, YOKOHAMA, KOREA and MOJI	"YEDDO"	7,200	On 27th Jan.

For Freight and Further Particulars, apply to
ARTHUR NILSSON & CO.,
YORK BUILDINGS, FOR FLOOR.

371

NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN...	"PRINZ LUDWIG," Capt. F. v. Brinzer.	18,300	Wedday, 22nd Jan., at 10 A.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA ...	"BREMEN," Capt. B. WILHELM.	20,800	About Thursday, 23rd Jan.
MANILA, ANGAUR, YAP, NEWGUINEA, BEISBANE, SYDNEY and MELBOURNE ...	"COBLENZ," Capt. L. KLUGKIST.	6,750	Saturday, 25th Jan., at 9 A.M.
KOBE and YOKOHAMA ...	"PRINZ SIGISMUND," Capt. D. LENZ.	6,000	About Tuesday, 4th Feb.
KUDAT and SANDAKAN ...	"BOBNEO," Capt. F. SCHILL.	5,000	Beginning of Feb.

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.
For Further Particulars apply to

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 13th January, 1913.

PASSENGER SEASON 1913.

NORDDEUTSCHER LLOYD, BREMEN TO EUROPE BY THE MAGNIFICENT FAST LINERS.

DISPLACEMENT.
"GOEBEN" ... 17,300 tons ON FEBRUARY 4TH.
Capt. A. AHLBORN.

"BREMEN" ... 21,000 " ON FEBRUARY 19TH.
Capt. B. WILHELM.

"DERFFLINGER" ... 17,250 " ON MARCH 4TH.
Capt. F. PROSSER.

"PRINZ EITEL FRIEDRICH" 16,000 " ON MARCH 19TH.
Capt. E. MALCHOW.

"BUELOW" ... 17,250 " ON APRIL 1ST.
Capt. H. FORMES.

"PRINZESS ALICE" ... 20,300 " ON APRIL 16TH.
Capt. L. FRANK.

"LUETZOW" ... 17,300 " ON APRIL 29TH.
Capt. J. BORTFELD.

* THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS. (System Telefunken.)
All the Steamers of the European Line are fitted with Wireless Telegraphy.

EARLY BOOKING RECOMMENDED.
For Further Particulars, apply to
MELCHERS & Co., GENERAL AGENTS.

Hongkong, 17th December, 1912.

PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI ...	4000	J. Miller	Manila, Mangarin, Iloilo and Cebu	On 25th Jan., 4 P.M.
ZAFIRO ...	4000	McMurray	Manila, Mangarin, Iloilo and Cebu	On 5th Feb., 4 P.M.

PHILIPPINES CARNIVAL, Feb. 1st to 9th, 1913.
For Sailing on January 25th, Special Reduced Rate, HONGKONG-MANILA and Return, \$50.00. Return Tickets are available for One Month from date of issue.
No Poll Tax.

For Freight or Passage, apply to
HONGKONG, 17th January, 1913.
SHEWAN, TOMES & Co., General Managers,
PHILIPPINES S.S. Co.

BRITISH INDIA S. N. CO., LTD.

A P C A R LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.
S.S. "JAPAN," 6,015 tons, Captain C. P. Addison, will be despatched for KOBE and MOJI on 30th Jan.
S.S. "THONGWA," 6,298 tons, Capt. Fysh, will be despatched to SHANGHAI, KOBE and MOJI on 14th Feb.

WESTWARD.
S.S. "DILWARA," 5,378 tons, Capt. W. J. Bishop, will be despatched for SINGAPORE, PENANG and CALCUTTA on 24th Jan., at 3 P.M.
S.S. "ARRATOON APCAR," 4,450 tons, Capt. R. F. Thomson, will be despatched as above on 6th Feb.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.
For Freight or passage, apply to

DAVID SASSOON & CO.,
AGENTS.

MEN-OF-WAR ON THE CHINA AND JAPAN TATION.

BRITISH.
Algeria, despatch-boat, 1,700 tons, 4 guns, 2,000 h.p., Comdr. Lamb, Hongkong.
Atlas, despatch-boat, 615 tons, 1,400 h.p., Hongkong.

Bramble, gunboat 710 tons, 900 h.p., Lieut. Comdr. B. E. Pritchard, Kinkiang.

Briton, gunboat 710 tons, 900 h.p., Lieut. Comdr. W. H. Darwall, Hankow.

Cadmus, British sloop, 1,070 tons, i.h.p. 1,400, Lt. Comdr. Hugh P. R. Williams, Shanghai.

Cherub, water tank and tug, 390 tons, i.h.p. 340, Master W. Smith, Hongkong.

Clie, British sloop, 1,070 tons, i.h.p. 1,400, Comdr. Mackenzie D.S.O., Canton.

Fame, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 h.p., Lt. Comdr. W. Wilkin, Hongkong.

Handy, torpedo-boat destroyer 295 tons, 6 guns, 4,000 h.p., Lieut. Comdr. Brickenden, West River.

Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3,300 h.p., Lieut. Comdr. Boddam Whetham, Hongkong.

Kent, armoured cruiser, 9,800 tons, 14 guns, i.h.p. 22,000, Capt. Allen T. Hunt, C.S.I., Hongkong.

Kinsla, river gunboat, 615 tons, i.h.p. 1,200, Lt. Comdr. H. Marryat, Hankow.

Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 h.p., Capt. F. C. G. Pass, Hongkong.

Minotaur, armoured cruiser (flagship) Vice-Admiral Sir A. L. Windeco, K.C.B. C.V.O., C.M.G., 14,600 tons, i.h.p. 27,000, Capt. G. C. Cayley, Hongkong.

Monmouth, armoured cruiser, 9,800 tons, i.h.p. 22,000, Capt. B. H. F. Bartlett, M.V.O. Hongkong.

Moore, river gunboat, 180 tons, 2 guns, i.h.p. 800, Lieut. Comdr. Allen Dixon, Hongkong.

Newcastle, 2nd class cruiser, 4,800 tons, turbine 22,000 F.D., Captain George P. E. Hunt D.S.O., Hongkong.

Nightingale, river gunboat, 85 tons, 240 h.p., Lt. Comdr. Malcolm Murray, R.N., Yangtze.

Other, torpedo-boat destroyer, 335 tons, 6 guns, 6,300 i.h.p., Lieut. Comdr. Chambers, Hongkong.

Ribble, T.B.D., 590 tons, 7,500 F.D., 6 guns, Lt. Comdr. E. J. O. Mackinnon, Hongkong.

Robin, river gunboat, 85 tons, 2 guns, 240 p.h., Lt. Comdr. J. Hestwood-Nash, West River.

Rosario, depot ship for Submarines, 950 tons, i.h.p. 1,400, Lt. Comdr. N. E. Archdale, Hongkong.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. I. A. S. H. Hutton, Hongkong.

Ships, river gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. Maurice B. Leslie, Yangtze.

Tsaku, torpedo boat destroyer, 305 tons, i.h.p. 6,000, Gunner W. H. Ryder, Hongkong.

Tamar, receiving ship, 4,650 tons, 6 guns, Commodore R. Anstruther, C.M.G., Hongkong.

Teal, river gunboat, 180 tons, 2 guns, i.h.p. 800, Lieut. Comdr. Hon. Guy Stopford, Yangtze.

Thetis, gunboat, 710 tons, 900 h.p., Lieut. Comdr. H. B. N. Cottrell-Dormer, Hankow.

Usk, T.B.D., 590 tons, 7,500 F.D., 6 guns, Lt. Maxwell, Hongkong.

Virago, torpedo-boat destroyer, 39 tons, 6 guns, 6,300 i.h.p., Lieut. Comdr. Harold D. Adair, Hongkong.

Welland, T.B.D., 590 tons, 7,500 F.D., 6 guns, Comdr. Seymour, Hongkong.

Whiting, torpedo-boat destroyer, 360 tons, 5 guns, 5,900 h.p., Lieut. Comdr. R. Neville, Hongkong.

Widgeon, gunboat, 195 tons, 2 guns, 800 h.p., Comdr. M. H. Wilding, Kinkiang.

Woodcock, gunboat, 150 tons, 2 guns, 500 p. Lieut. Comdr. M. B. E. Blackwood, Yangtze.

Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. Robin W. Lloyd-Hawke, Submarines.

No. 36, Godfrey Herbert, Lieut. Comdr.

No. 37, A. A. L. Fenner, Lieut. Comdr.

SHIPPING

ARRIVALS.
 BANGOR, British str., 2,000, W. A. Guy, 20th January—Singapore 13th January, General—Gibb, Livingston & Co.
 CHENAN, British str., 1,355, Jones, 15th January—Shanghai 16th January, General—Butterfield & Swire.
 CHUKUMA, Japanese cruiser, 5,000, N. Hayamada, 20th January—Japan 8th January.
 CHANGCHOW, British str., 1,200, H. Trowbridge, 19th January—Dunlop 10th January, General—Butterfield & Swire.
 DILWARA, British str., 3,400, W. J. Bishop, 20th January—Mojito 15th January, Coal and General—David Sassoon & Co.
 HALVARD, Norwegian str., 1,000, C. Anderson, 19th January—Bangkok 9th January, Rice and General—Chino-Siam S.N. Co.
 ELITCHOW, British str., 1,215, J. Hooker, 19th January—Java 7th January, General—Butterfield & Swire.
 TSUSHIMA, Japanese cruiser, 3,500, T. Hiraga, 20th January—Shanghai 17th January.
 IWATE, Japanese cruiser, 9,500, Hara, 20th January—Japan.
 KATO MARU, Japanese str., 5,707, T. Ota, 19th January—Mojito 14th January, General—Toyo Kisen Kaisha.
 NARITA, British str., 4,000, B. C. Lewis, 19th January—Shanghai 16th January, General—Butterfield & Swire.
 RANGON MARU, Japanese str., 3,195, Y. Kamoshita, 20th January—Mojito 15th January, General—Nippon Yusen Kaisha.
 SAGA, Japanese gunboat, 750, S. Suganuma, 19th January—Shanghai.
 YOKOHAMA, Japanese cruiser, 5,000, T. Yamakita, 20th January—Japan 8th January.
 YOKOHAMA MARU, Japanese str., 4,010, S. Aida, 20th January—Shanghai 17th January, General—Nippon Yusen Kaisha.
 VORONKA, Russian str., 3,278, Oranovskiy, 19th January—Odessa, General—Russian Volunteer Fleet.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 January 20th.
 BENGAL, British str., for Nagasaki.
 MATHUR, German str., for Hongkong.
 MARIE, German str., for B'bay.
 TUNISIA, British str., for Hottow.
 VARG, Norwegian str., for Bangkok.

DEPARTURES.

January 20th.
 CHENAN, British str., for Canton.
 HAKUTO MARU, Japanese str., for Kobe.
 JENSEN MARU, Japanese str., for S'pore.
 KROMER, Austrian str., for Trieste.
 KUMANG, British str., for Calcutta.
 KWONGSANG, British str., for Canton.

VESSELS EXPROTED.

THE AMERICAN MAIL.
 The P.M. str. Korea arrived at Yokohama and left that port between 10 o'clock and noon on the 15th January, for Hongkong, via Manila.
 The P.M. str. Siberia left San Francisco on the 8th January, for Hongkong, via Honolulu, Japan ports and Manila.
 The United States mails have been transferred at Yokohama to the N.D.L. str. Coblenz, due here on the 23rd January.
 The P.M. str. China left San Francisco on the 17th January, for Hongkong, via Honolulu, Japan ports and Manila.
 The T.K.K. str. Shingo Maru arrives at Yokohama from Honolulu on the 21st January, and is due here on the 21st January.
THE AUSTRALIAN MAIL.
 The I.G.M. str. Prinz Sigismund left Sydney on Saturday, the 11th of January, at 11 a.m., and may be expected here on or about Monday, the 3rd of February.
 The E. & A. str. Aldenham left Sydney on the 15th January, for this port (via Queensland ports and Manila).
THE GERMAN MAIL.
 The I.G.M. str. Bremen, carrying the German mails with dates from Berlin of the 25th December, left Colombo on the 13th January, a.m., and may be expected here on or about 24th January.
MERCANTILE STEAMERS.
 The I.G.M. str. Prinz Ludwig left Shanghai on the 18th January, at 1 p.m., and may be expected here on or about 21st January, at 8 a.m.
 The str. Glenlogan left Singapore on the 16th January, and is due here on or about 22nd January.
 The Barber Line str. Shimoda sailed from Sabang on the 14th January, and is due here on or about 24th January.
 The Swedish East Asiatic Co.'s str. Fedda left Suez on the 2nd January, and is expected to arrive here on or about the 27th January.
 The str. Glenlogan passed the Suez Canal on the 27th December, for Hongkong via Straits.
 The A.A.S. Co.'s str. Inverclyde passed the Suez Canal on the 7th January, and is due here on or about 5th February.
 The T.K.K. str. Bayo Maru left Callao for Salina Cruz on the 14th January, and is expected to arrive in Hongkong on the 20th March.

CHINA STEAM NAVIGATION CO., LTD.
 Yatsing, from Calcutta, is due in Hongkong 1st February.
 Fooking, from Guaymas, is due in Hongkong 5th February.
 Shen of Crombie, from London, is due in Hongkong 8th February.

ON SALE.

A TABLE OF THE
RATES OF EXCHANGE AT BOMBAY
 for Demand Drafts on London on the day of or preceding the departure of the English Mails; also Table of the Yearly Approximate Averages for 35 years
 From 1874 to 1909.
 Price 32 Cash. On Sale at the Daily Press Office, or Local Booksellers.

THE ROYAL MAIL STEAM PACKET COMPANY.
 "SHIRE" LINE SERVICE
 PROJECTED SAILINGS FROM HONGKONG.
 SUBJECT TO ALTERATION.
 FOR STRAITS DATE DEPARTURE
 LONDON, ROTTERDAM & ANTWERP—MONMOUTHSHIRE... About 21st Jan.
 LONDON & ANTWERP—PEMBROKESHIRE... About 4th Feb.
 SHANGHAI, KOBE & YOKOHAMA—DEN OF CROMBIE... About 10th Feb.
 LONDON & ANTWERP—CARMARTHENSHIRE... About 1st Mar.
 SHANGHAI, KOBE & YOKOHAMA—DEN OF GLAMIS... About 10th Mar.
 These Steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.
 For Freight or Passage, apply to
JARDINE, MATHESON & Co., LTD.,
 AGENTS.
 Hongkong, 17th January, 1913.

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 FOR STRAITS DATE DEPARTURE
 LONDON, ROTTERDAM & ANTWERP—MONMOUTHSHIRE... About 21st Jan.
 LONDON & ANTWERP—PEMBROKESHIRE... About 4th Feb.
 SHANGHAI, KOBE & YOKOHAMA—DEN OF CROMBIE... About 10th Feb.
 LONDON & ANTWERP—CARMARTHENSHIRE... About 1st Mar.
 SHANGHAI, KOBE & YOKOHAMA—DEN OF GLAMIS... About 10th Mar.
 These Steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.
 For Freight or Passage, apply to
JARDINE, MATHESON & Co., LTD.,
 AGENTS.
 Hongkong, 17th January, 1913.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's		2. From Harbour Master's to Blake Pier		3. From Blake Pier to Naval Yard		4. From Naval Yard to East Point	
DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED.	
LONDON & ANTWERP VIA SINGAPORE, &c.	MONMOUTHSHIRE	Brit. str.	—	H.R. Hetherington, R.N.R.	JARDINE, MATHESON & Co., Ltd.	About 21st inst.	
LONDON & ANTWERP VIA SINGAPORE, &c.	ASSATA	Brit. str.	—	G. W. Cockman, R.N.R.	P. & O. S. N. Co.	To-morrow, at 10 A.M.	
ROTTERDAM, BREMEN & HAMBURG, &c.	FURBER BUZZOW	Ger. str.	h. w.	Jäger	HAMBURG-AMERIKA LINIE	On 1st Feb., at Noon.	
HAYRE, BREMEN & HAMBURG, &c.	ALSMERIA	Ger. str.	h. w.	Eckhorn	HAMBURG-AMERIKA LINIE	On 25th inst.	
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MISHIMA MARU	Jap. str.	h. w.	Loening	HAMBURG-AMERIKA LINIE	On 24th inst.	
MARSEILLES, BREMEN, HAMBURG & ANTWERP, &c.	GOLDENFELS	Ger. str.	h. w.	A. E. Moss	HAMBURG-AMERIKA LINIE	On 6th Feb.	
MARSEILLES, HAYRE, BREMEN & HAMBURG, &c.	BRIGATIA	Ger. str.	h. w.	Dieckhoffen	HAMBURG-AMERIKA LINIE	On 10th Feb.	
VICTORIA, B.C. & TACOMA VIA JAPAN &c.	SEATTLE MARU	Jap. str.	—	Girshick	HAMBURG-AMERIKA LINIE	On 8th Mar.	
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	YOKOHAMA MARU	Jap. str.	—	T. Saito	OSAKA SHOEN KAISHA	On 23rd inst., at 2 P.M.	
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.	OCHLEY	Brit. str.	—	N. Noda	NIPPON YUSEN KAISHA	On 28th inst., at Noon.	
NAPLES, GENOA, ALGERIA, GIBRALTAR, SOUTHAMPTON	PRINCE LUDWIG	Jap. str.	—	N. Kobayashi	THE BANK LINE LTD.	On 29th inst.	
TRIESTE, Fiume, Venice via SINGAPORE, &c.	BOHEMIA	Aut. str.	—	F. von Binzer	OSAKA SHOEN KAISHA	On 5th Feb., at 2 P.M.	
TRIESTE, via SINGAPORE, PENANG, COLOMBO, &c.	INDWARD	Brit. str.	—	Charlton	MELBOURNE & CO.	To-morrow, at 10 A.M.	
NEW YORK VIA SUEZ CANAL	LOVAT	Brit. str.	—	—	SANDER, WILHELM & Co.	About 1st Feb.	
BOSTON & NEW YORK	EMPEROR OF JAPAN	Brit. str.	2 m.	—	JARDINE, MATHESON & Co., Ltd.	About 22nd inst.	
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	2 m.	—	DODWELL & Co., Ltd.	On 8th Feb., at 7 A.M.	
VANCOUVER (B.C.) & PORTLAND (Or.)	SITHONIA	Ger. str.	h. w.	W. Davies	CANADIAN PACIFIC R. Co.	On 8th Mar., at 7 A.M.	
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	PRINCE	Am. str.	—	Kotze	HAMBURG-AMERIKA LINIE	On 23rd inst.	
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	KORRA	Am. str.	—	—	PACIFIC MAIL S.S. Co.	On 28th inst., at 1 P.M.	
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	SHINYE MARU	Jap. str.	—	H. S. Smith	PACIFIC MAIL S.S. Co.	On 4th Feb., at 1 P.M.	
CONTRABAND & BALISTIC PORTS	CANTON	Swed. str.	—	—	TOTO KAISEN KAISHA	On 11th Feb., at Noon.	
AUSTRIAN PORTS VIA MANILA	COLENE	Ger. str.	—	L. Klingkist	ATHEUS NELSON & Co.	On 23rd inst.	
AUSTRALIAN PORTS VIA MANILA	STUBER	Brit. str.	—	—	MELBOURNE & Co.	On 25th inst., at 9 A.M.	
CAPE TOWN VIA MAURITIUS	RIKYO MARU	Jap. str.	—	M. Yagi	GIBB, LIVINGSTON & Co.	On 1st Feb., at 11 A.M.	
MEXICAN, PERUVIAN & CHILEAN VIA JAPAN	DUNERIE	Jap. str.	—	Tailor	NIPPON YUSEN KAISHA	On 12th Feb., at Noon.	
YOKOHAMA & KOBE VIA SHANGHAI	KIYO MARU	Jap. str.	—	—	THE BANK LINE LIMITED	End of Feb.	
YOKOHAMA & KOBE	E. F. FERDINAND	Aut. str.	—	—	TOTO KAISEN KAISHA	On 1st Feb., at Noon.	
KOBE & YOKOHAMA	FASILKA	Brit. str.	—	—	SANDER, WILHELM & Co.	About 1st Feb.	
KOBE & YOKOHAMA	HITACHI MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 7th Feb., at Noon.	
KOBE & YOKOHAMA	YAMATO	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 30th inst., at 11 A.M.	
NAGASAKI, KOBE & YOKOHAMA	PRINCE SIGISMUND	Ger. str.	—	C. P. Addison	MELBOURNE & Co., Ltd.	About 4th Feb.	
JAPAN	KUMANO MARU	Jap. str.	—	D. Lous	NIPPON YUSEN KAISHA	On 12th Feb., at Noon.	
SHANGHAI & CHEFOO VIA SWATOW	TUNGSHING	Brit. str.	—	M. Winckler	JAVA-CHINA-JAPAN LINE	Quick despatch	
SHANGHAI	UBENAN	Brit. str.	1 m.	L. Hussey	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	BREMEN	Ger. str.	—	L. Jones	BUTTERFIELD & SWIRE	On 23rd inst., at 4 P.M.	
SHANGHAI	KWANGHANG	Brit. str.	—	B. Wilhelm	MELBOURNE & Co.	About 23rd inst.	
SHANGHAI	SOMALI	Brit. str.	—	C. C. Williams	BUTTERFIELD & SWIRE	On 25th inst., at M'night.	
SHANGHAI, MOJI, KOBE & YOKOHAMA	VILLE DE LA CIOTAT	Frans. str.	—	W. P. Richard	JARDINE, MATHESON & Co., Ltd.	On 26th inst., at D'light.	
SHANGHAI, KOBE & YOKOHAMA	YEDO	Swed. str.	—	W. W. Cooke, R.N.R.	P. & O. S. N. Co.	About 26th inst.	
SHANGHAI, KOBE & YOKOHAMA	BOHEMIA	Aut. str.	—	—	MESSAGERIES MARITIMES	On 27th inst., at 6 P.M.	
SHANGHAI, YOKOHAMA, KOBE & MOJI	TOKYO MARU	Jap. str.	—	A. Mooker	SANDER, WILHELM & Co.	On 29th inst., at D'light.	
SHANGHAI	HIMAKATA	Brit. str.	—	H. G. Evans, R.N.R.	NIPPON YUSEN KAISHA	On 29th inst.	
SHANGHAI, KOBE & YOKOHAMA	DEN OF CROMBIE	Brit. str.	—	—	P. & O. S. N. Co.	About 30th inst.	
SHANGHAI, KOBE & YOKOHAMA	O. J. D. ARLERS	Ger. str.	h. w.	Frerichs	JARDINE, MATHESON & Co., Ltd.	About 10th Feb.	
SHANGHAI, KOBE & MOJI	THONGWA	Brit. str.	—	Fyeh	HAMBURG-AMERIKA LINIE	On 11th Feb.	
SHANGHAI	LIJODAS	Dut. str.	—	—	DAVID SASSOON & Co., Ltd.	On 14th Feb.	
FOOCHOW VIA SWATOW & AMOY	KATO MARU	Jap. str.	—	Y. Yamamoto	JAVA-CHINA-JAPAN LINE	Quick despatch	
AMOY & TAKAO VIA SWATOW & AMOY	OSORU MARU	Jap. str.	—	K. Tachira	OSAKA SHOEN KAISHA	On 29th inst., at 10 A.M.	
TAMSU VIA SWATOW & AMOY	DAIGO MARU	Jap. str.	—	Y. Somokawa	OSAKA SHOEN KAISHA	To-morrow, at 8 A.M.	
SWATOW, AMOY & FOOCHOW	HAITAN	Jap. str.	—	J. R. Ronch	OSAKA SHOEN KAISHA	On 26th inst., at 10 A.M.	
SWATOW	HAITUN	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAFRAIK & Co.	To-day, at 10 A.M.	
SWATOW, AMOY & FOOCHOW	HAITANG	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS LAFRAIK & Co.	To-morrow, at 10 A.M.	
MANILA, CEBU & ILOILO	TAICHING	Brit. str.	—	W. C. Fessenden	DOUGLAS LAFRAIK & Co.	On 24th inst., at 10 A.M.	
MANILA	LOONGSANG	Brit. str.	1 m.	W. C. Fessenden	DOUGLAS LAFRAIK & Co.	On 28th inst., at 10 A.M.	
MANILA, MANGABIN, ILOILO & CEBU	RUBI	Am. str.	—	Loack	BUTTERFIELD & SWIRE	To-day, at 4 P.M.	
MANILA, MANGABIN, ILOILO & CEBU	YUNSHANG	Brit. str.	—	Miller	JARDINE, MATHESON & Co., Ltd.	On 28th inst., at 2 P.M.	
BATAVIA, CHERIBON, SAMARANG, &c.	ZAPRO	Am. str.	—	P. H. Rolfe	SHEWAN TOMES & Co., Ltd.	On 25th inst., at 4 P.M.	
BOMBAY VIA SINGAPORE & COLOMBO	TIKINI	Dut. str.	—	P. S. McMurray	JARDINE, MATHESON & Co., Ltd.	On 1st Feb., at 2 P.M.	
SINGAPORE	RANGON MARU	Jap. str.	—	Kamoshita	JARDINE, MATHESON & Co., Ltd.	On 5th Feb., at 4 P.M.	
SINGAPORE, PENANG & CALCUTTA	FAUSANG	Brit. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch	
SINGAPORE, PENANG & RANGOON	DILWARA	Brit. str.	—	W. J. Bishop	NIPPON YUSEN KAISHA	To-day	
SINGAPORE, PENANG, RANGON & CALCUTTA	PAIDA	Brit. str.	—	Logan	JARDINE, MATHESON & Co., Ltd.	On 23rd inst., at Noon.	
SINGAPORE, PENANG & CALCUTTA	HAZARA MARU	Jap. str.	—	—	DAVID SASSOON & Co., Ltd.	On 24th inst., at 3 P.M.	
SANDAKAN	FOONGSANG	Brit. str.	—	H. Nomura	JARDINE, MATHESON & Co., Ltd.	On 25th inst., at Noon.	
KUDAT & SANDAKAN	MAUSANG	Brit. str.	—	T. A. Mitchell	NIPPON YUSEN KAISHA	On 6th Feb., at Noon.	
HAIPHONG	BOBNO	Ger. str.	—	Cornack	JARDINE, MATHESON & Co., Ltd.	On 24th inst., at 3 P.M.	
KWANG CHOW WANG & HAIPHONG	SUNGKIANG	Brit. str.	1 m.	P. Semblil	MELBOURNE & Co.	Beginning of February.	
	SI-KIANG	Fren. str.	—	Mathies	BUTTERFIELD & SWIRE	On 23rd inst., at 10 A.M.	
				B. de Catalano	MESSAGERIES MARITIMES	On 25th inst., at 9 A.M.	

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR STRAITS DATE DEPARTURE
 SHANGHAI & CHEFOO VIA SWATOW "TUNGSHING" ... Wed., 22nd Jan., Noon.
 SINGAPORE "FAUSANG" ... Thursday, 22nd Jan., Noon.
 SHANGHAI "KWONGSANG" ... Sunday, 25th Jan., D'light.
 SANDAKAN "MAUSANG" ... Friday, 24th Jan., 3 P.M.
 MANILA "LOONGSANG" ... Saturday, 25th Jan., 2 P.M.
 MANILA "YUNSHANG" ... Saturday, 1st Feb., 2 P.M.
 SINGAPORE, PENANG & CALCUTTA "FOOKSANG" ... Thursday, 6th Feb., Noon.

RETURN TOURS TO JAPAN.
 The Steamers "KUTSANG," "NARSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.
 These vessels have all modern improvements and are fitted throughout with Electric Light.
 A fully qualified surgeon is also carried.
 Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.
 Taking Cargo on through Bills of Lading to Yangtze, Ports, Chefoo, Tientsin, Dalny, Weihaiwei, Tsingtau and Newchwang.
 Telephone No. 215, Sub. Exch. 4.
 For Freight or Passage, apply to
JARDINE, MATHESON & Co., LTD.,
 GENERAL MANAGERS.
 Hongkong, 21st January, 1913.

THE GERMAN MAIL.
 The I.G.M. str. Bremen, carrying the German mails with dates from Berlin of the 25th December, left Colombo on the 13th January, a.m., and may be expected here on or about 24th January.

THE AUSTRALIAN MAIL.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES.	NOVARA Capt. H.R. Hetherington, R.N.R.	10 A.M. 22nd Jan.	Freight and Passage.
SHANGHAI, MOJI, KOBE, SOMALI AND YOKOHAMA.	SOMALI Capt. W.W. Cooke, R.N.R.	About 26th Jan.	Freight and Passage.
SHANGHAI.	HIMALAYA Capt. H.G. Evans, R.N.R.	About 30th Jan.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL.	ASSAYE Capt. G.W. Cockman, R.N.R.	Noon 1st Feb.	See Special Advertisement.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,

Hongkong, 21st January, 1913.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
MANILA, CEBU AND ILOILO.	"TAMING"	On 21st Jan., 4 P.M.
HAIPHONG.	"SUNGIANG"	On 23rd Jan., 10 A.M.
SHANGHAI.	"CHENAN"	On 23rd Jan., 4 P.M.
SHANGHAI.	"LINAN"	On 25th Jan., 11 P.M.
MANILA CARNIVAL.	Special Reduced Fare \$50 Return.—S.S. "TEAN" sailing 28th January.	

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANTU".

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Ample, Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINUA," and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through bills of lading to all Yangtze and Northern China Ports.

All of loading to all Yangtze and Northern China Ports, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

BUTTERFIELD & SWIRE.

For Freight or Passage apply to—

HONGKONG, 21st January, 1913. TELEPHONE 36. AGENTS.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from HONGKONG, MANILA and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or.).

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE AND YOKOHAMA:	STEAMERS	TO SAIL
S.S. O. J. D. AHLERS	11th Feb.	
S.S. SILEBIA	15th Feb.	
S.S. SUEVIA	15th Feb.	
S.S. SPEZIA	26th Feb.	
S.S. SCANDIA	10th Mar.	
S.S. SITHONIA	23rd Mar.	

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 16th January, 1913.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR
SWATOW, AMOY AND FOOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYAN"	Capt. J. S. Booth	TUESDAY, 21st Jan., at 10 A.M.
"HAIYANG"	Capt. A. E. Hodgins	FRIDAY, 24th Jan., at 10 A.M.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 28th Jan., at 10 A.M.

For SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN"	Capt. J. W. Evans	WEDNESDAY, 22nd Jan., at 10 A.M.
		SUNDAY, 26th Jan., at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,

Hongkong, 21st January, 1913.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
EASTERN EMPIRE	7th Feb.	On 1st Feb., 11 A.M.
		On 1st Mar., 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,

AGENTS.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU. SHINYO MARU TENYO MARU.

Speed 21 KNOTS, Displacement 22,000 TONS.

and the TWIN SCREW S.S. "NIPPON MARU."

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
SHINYO MARU	H. S. Smith	TUESDAY, 11th Feb., Noon.
CHIYO MARU	W. W. Greene	TUESDAY, 11th Mar., at Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 1st April, at Noon.
TENYO MARU	E. Bent	TUESDAY, 8th April, at Noon.

THE S.S. "SHINYO MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU, on TUESDAY, the 11th February, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TERUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS

The Steamers—

BUYO MARU, HONGKONG MARU and KIYO MARU

Fly between HONGKONG and CORONEL VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
KIYO MARU	17,500	SATURDAY, 1st Feb., at Noon.
BUYO MARU	10,500	THURSDAY, 3rd April, at Noon.
HONGKONG MARU	11,000	WEDNESDAY, 4th June, at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

King's Building (Opposite Blake Pier).

COMPAGNIE MARITIME INDO-CHINOISE.

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

FORTNIGHTLY.

in 53 hours.

FAST LINE.

S.S. "SI-KIANG," Capt. E. de Catalanc.

(1st and 2nd Classes) will leave Hongkong for

KWANG CHOW WANG AND HAIPHONG,

on WEDNESDAY, the 29th Jan., 1913, at 9 A.M.

For Passages and Freight—apply to

P. THOMAS, M.M. Co.'s AGENT.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA and SEATTLE with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

For VICTORIA, B.C. and TACOMA VIA JAPAN PORTS.

Steamers

Captains

Leaves

THURSDAY, 23rd Jan., at 2 P.M.

WEDNESDAY, 5th Feb., at 2 P.M.

THURSDAY, 20th Feb., at 2 P.M.

WEDNESDAY, 5th Mar., at 2 P.M.

SATURDAY, 23rd Mar., at 2 P.M.

WEDNESDAY, 2nd April, at 2 P.M.

WEDNESDAY, 2nd April, at 2 P.M.

WEDNESDAY, 2nd April, at 2 P.M.

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WEDNESDAY, 2nd April, at 2 P.M.

WEDNESDAY, 2nd April, at 2 P.M.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

HOMEWARD PASSENGER SEASON 1913.

FOR

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, & C.

THROUGH-TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due	Due	
to	HONGKONG	from COLOMBO to	MARSEILLES	PLYMOUTH	
COLOMBO		MARSEILLES & LONDON	(Brindisi)	(London)	
			2 days earlier	1 day later	
Steamer	Tons	Steamer	Tons	SATURDAY	
ASSAYE	7500	February 1	MALOJA	12500	Mar. 1
HIMALAYA	7000	February 15	MOREA	11000	Mar. 15
DEVANHA	8000	March 1	MARMORA	10500	Mar. 29
DELTA	8000	March 15	MEDINA	12500	April 12
INDIA	8000	March 29	Through Steamer		April 26
ASSAYE	7500	April 12	MONGOLIA	10000	May 10
DEVANHA	8000	April 26	MACEONIA	10500	May 24
CHINA	8000	May 10	MAIWA	11000	June 7
DELTA	8000	May 24	MOOLTAN	10000	June 22
				SUNDAY	SATURDAY
				June 22	June 28

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to

the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in

Hongkong at the time of Booking.

FARES TO LONDON.

1st SALOON £71.10 SINGLE, £105.14 RETURN.

2nd £48.8

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CAREYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Tons	Leave	Due	Due
		HONGKONG	MARSEILLES	LONDON
NOVARA	7000	January 22	February 23	March 5
SUNDA	5700	February 5	March 9	March 19
SARDINIA	7000	February 19	March 23	April 2
SOMALI	7000	March 5	April 6	April 16
NAMUR	7000	March 19	April 20	April 30
NANKIN	7000	April 2	May 4	May 14
NYANZA	7000	April 16	May 18	May 28
NORF	7000	April 30	June 3	June 13
NILE	7000	May 14	June 17	June 27

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON:

1st SALOON £55.00 SINGLE, £82.10 RETURN.

2nd £38.10

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

For further Particulars, apply to—

E. A. HEWETT,

SUPERINTENDENT.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	TONS	SAILING DATES
AND DISPLACEMENT			
MARSEILLES, LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	MISHIMA MARU Capt. A. E. Nose	16,000	WEDNESDAY, 29th Jan., at Daylight.
	KAGA MARU Capt. G. Tabusa	12,500	WEDNESDAY, 12th Feb., at Daylight.

VICTORIA, B.C. and SEATTLE VIA SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	YOKOHAMA MARU Capt. K. Noda	12,500	TUESDAY, 28th Jan., at Noon.
	INABA MARU Capt. S. Tomizaga	12,500	TUESDAY, 11th Feb., at Noon.
SYDNEY and MELBOURNE VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi	9,600	WEDNESDAY, 12th Feb., at Noon.
	KUMANO MARU Capt. M. Winkler	9,300	WEDNESDAY, 12th Mar., at Noon.
CALCUTTA VIA SINGAPORE, PENANG & RANGOON	HAKATA MARU Capt. H. Nomura	12,500	SATURDAY, 23rd Jan.

BOMBAY VIA SINGAPORE, and COLOMBO	RANGOON MARU Capt. Kamohita	6,000	TUESDAY, 21st Jan.
KOBE and YOKOHAMA	HITACHI MARU Capt. T. Yamawaki	12,500	THURSDAY 30th Jan., at 11 A.M.
SHANGHAI, MOJI and KOBE	TOTOMI MARU Capt. A. Mooker	5,000	WEDNESDAY, 29th Jan.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. M. Winkler	9,300	WEDNESDAY, 12th Feb., at Noon.

SHANGHAI, KOBE and YOKOHAMA			
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Fitted with New System of Wireless Telegraphy.

Cargo only

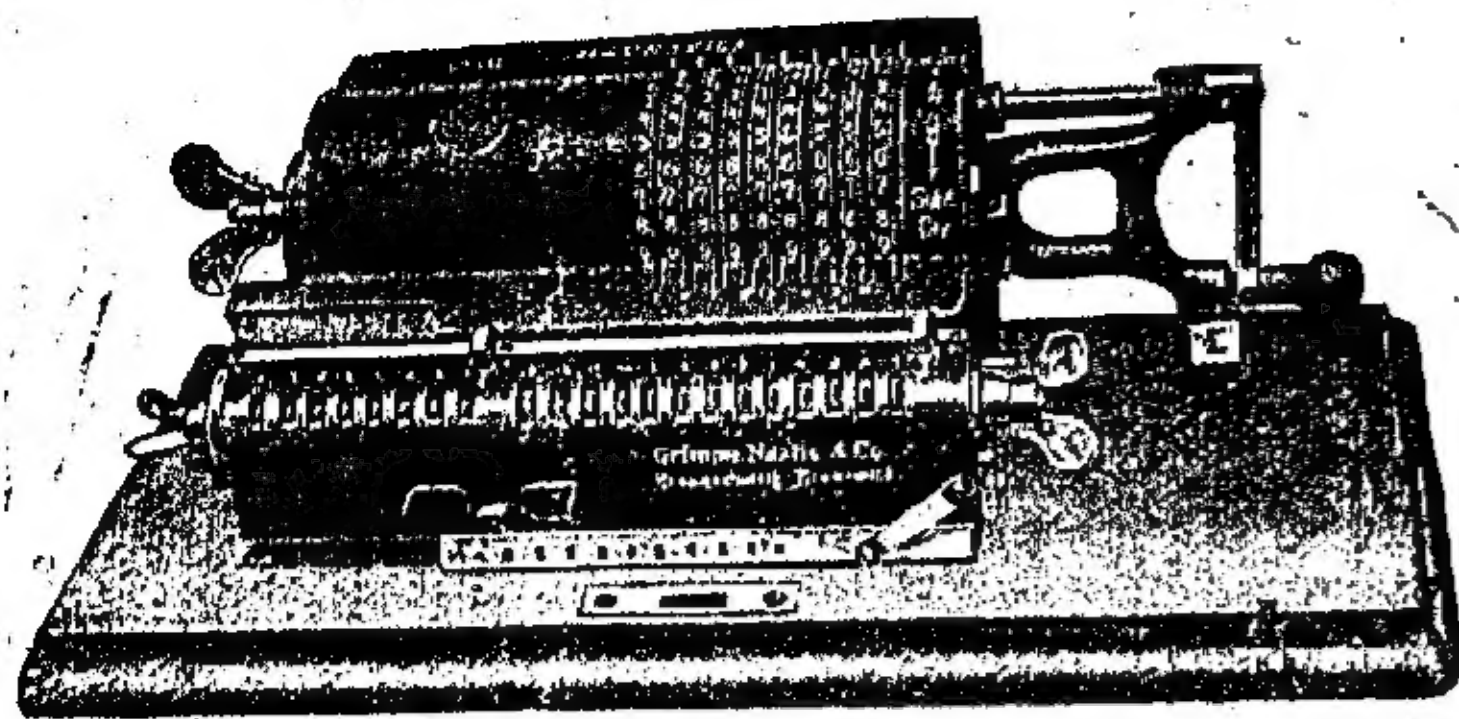
1913 PASSENGER SEASON 1913

FOR EUROPE.

STEAMER	TONS	DISPLACEMENT	LEAVING HONGKONG
MISHIMA MARU	16,000	12,500	29th January
KAGA	12,500	12,500	12th February
ATSUBA	12,500	12,500	26th February
HITACHI	12,500	12,500	12th March
MIYASAKI	12,500	12,500	26th March
KITANO	12,500	12,500	9th April
IYO	12,500	12,500	23rd April
HIRANO	12,500	12,500	7th May
TANGO	12,500	12,500	21st May

FOR AMERICA.

		FOR AMERICA.					
BY.	INABA MARU	12,500	12,500	11th Feb	day		
A.M.	SHIDZUOKA	12,500	12,500	25th Feb	day		
	TAMBA	12,500	12,500	11th March			
	AWA	12,500	12,500	25th March			
	BADO	12,500	12,500	4th April			
	YOKOHAMA	12,500	12,500	22nd April			
	First	INABA	12,500	12,500	6th May		
	SHIDZUOKA	12,500	12,500	20th May			

Brunsviga**THE CALCULATING MACHINE.**

The Greatest help for all Offices.

More than 20,000 Machines sold all over the World.

The HONGKONG GOVERNMENT

ordered just now another

Brunsviga

for the PUBLIC WORKS DEPT.

Sample Machine will be sent on application.

General Agent for Hongkong and China:

HUGO C. A. FROMM, HONGKONG.

Hongkong, 20th January, 1913.

[44-14]

POST OFFICE NOTICEThe *Columbus* is expected to arrive here on Thursday the 23rd inst., with the American Mail from Korea.The *Prins Ludvig*, with the Siberian Mail, from London of Friday, 3rd instant, is due to arrive here to-day.

FOR	PER	DATE
Holow, Haplong, Pakhoi, and Saigon	Mathilde	Tuesday, 21st, 8.00 A.M.
Swatow, Amoy and Foochow	Mathilde	Tuesday, 21st, 9.00 A.M.
Swatow and Hainan	Landrat Soloff	Tuesday, 21st, 9.00 A.M.
Holow and Hongay	Morie	Tuesday, 21st, 11.00 A.M.
Amoy	Sun Tai	Tuesday, 21st, 1.15 P.M.
Macao	Hongmoh	Tuesday, 21st, 2.00 P.M.
Philippine Islands	Tammy	Tuesday, 21st, 3.00 P.M.
Hainan	Lysomoon	Tuesday, 21st, 3.00 P.M.
Straits and India via Bombay	Rangoon Maru	Tuesday, 21st, 3.00 P.M.
Swatow and Straits	Tsingtau	Tuesday, 21st, 5.00 P.M.
Swatow and Siam	Uhoval	Tuesday, 21st, 5.00 P.M.
Swatow, Amoy, Formosa and Takao	Sosha Maru	Tuesday, 21st, 5.00 P.M.

STRAITS, BURNAB, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADELAIDE, EGYPT, and EUROPE via NAPLES.

Swatow	Hainan	Wednesday, 22nd, 9.00 A.M.
Straits and Ceylon	Novara	Wednesday, 22nd, 9.00 A.M.
Port Courbet	Foochow	Wednesday, 22nd, 10.00 A.M.
Swatow, Shanghai, North China and Chefoo	Fungshing	Wednesday, 22nd, 11.00 A.M.
Macao	Sun Tai	Wednesday, 22nd, 1.15 P.M.
Japan via Kuchino, Victoria, Tacoma, Vancouver and Seattle	Antiochus	Wednesday, 22nd, 2.00 P.M.
Holow, Pakhoi and Saigon	Sunghing	Thursday, 23rd, 9.00 A.M.
Straits	Fungshing	Thursday, 23rd, 11.00 A.M.
Japan via Nagasaki, Victoria and Tacoma	Seattle Maru	Thursday, 23rd, 1.00 P.M.
Shanghai and North China	Chenau	Thursday, 23rd, 3.00 P.M.
Swatow, Amoy and Foochow	Freigang	Friday, 24th, 9.00 A.M.
Straits and India via Calcutta	Dikwara	Friday, 24th, 2.00 P.M.
Sandakia	Mauwang	Friday, 24th, 2.00 P.M.
Shanghai, North China and Japan via Nagasaki	Bremen	Friday, 24th, 5.00 P.M.
Philippine Islands, Amoy, and Japan	Coblenz	Saturday, 25th, 8.00 A.M.
Swatow and Borneo	Unoda	Saturday, 25th, 11.00 A.M.
Batavia, Samarang and Sourabaya	Ytaroan	Saturday, 25th, 1.00 P.M.
Philippine Islands	Loongang	Saturday, 25th, 3.00 P.M.
Philippine Islands	Rubi	Saturday, 25th, 5.00 P.M.
Shanghai and North China	Kwongang	Saturday, 25th, 5.00 P.M.
Shanghai and North China	Linan	Saturday, 25th, 5.00 P.M.

SAIGON, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADELAIDE, EGYPT, and EUROPE via MARSEILLES (Late Letters 11 to N.O. Extra postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)

BOLS'
FINE OLD GENEVA & LIQUEURS.

SOLE AGENTS—

GANDE, PRICE & CO., LTD.,

WINE MERCHANTS,

12, QUEEN'S ROAD CENTRAL,

HONGKONG.

Telephone No. 135.

COMMERCIAL.

CLOSING QUOTATION January 20th.

ON LONDON:—		
Telegraphic Transfer	2-1/2	
Bank Bills, on demand	2-1/2	
Bank Bills, at 30 days' sight	2-1/2	
Bank Bills, at 4 months' sight	2-1/2	
Credit, at 4 months' sight	2-1/2	
Documentary Bills 4 months' sight/2-1/2		
ON PARIS:—		
Bank Bills, on demand	251	
Credit, at 4 months' sight	256	
ON GERMANY:—		
On demand	211 1/2	
ON NEW YORK:—		
Bank Bills, on demand	50 1/2	
Credit at 60 days' sight	51 1/2	
ON BOMBAY:—		
Telegraphic Transfer	153 1/2	
Bank, on demand	153 1/2	
ON CALCUTTA:—		
Telegraphic Transfer	153 1/2	
Bank, on demand	153 1/2	
ON SHANGHAI:—		
Bank, at sight	71 1/2	
Private, 30 days' sight	72 1/2	
ON YOKOHAMA:—On demand	100 1/2	
ON MANILA:—On demand—Pescos	101 1/2	
ON CINGAPORE:—On demand	88 1/2	
ON ATANIA:—On demand	124 1/2	
ON AIPHONG:—On demand	1 1/2 p.m.	
ON SAIGON:—On demand	74 1/2	
ON HONGKONG:—On demand	74 1/2	
SOVEREIGNS, Bank's Buying Rate	19.65	
GOLD LEAF, 100 fine, per tola	150.60	
BAZ 2 1/2 per, per oz.	19	

SUBSIDIARY	CENTS	PER CENT
Chinese	20	26.26 discount
Chinese	10	6.63
Hongkong	20	73.33
Hongkong	10	6.65

MAILS VIA SIBERIA.London Date Shanghai Date
January 3rd. January 20th.**SHARE LIST.—QUOTATIONS.**

HONGKONG, 20TH JANUARY, 1913.

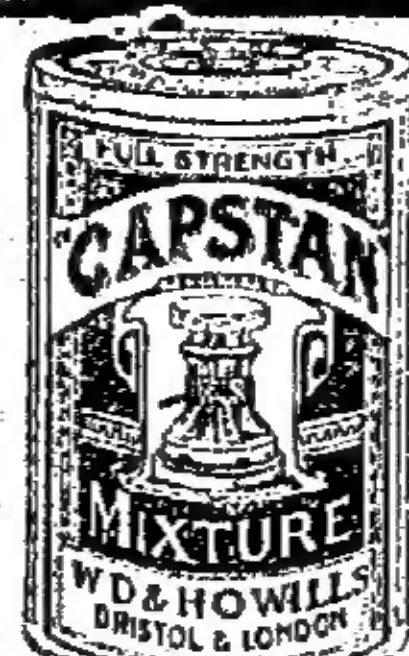
STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$1830, buyers
China Bank Corporation, Limited	50,000	\$12	all	\$11, buyers
China Light and Power Company, Limited	50,000	\$5	all	\$230, buyers
China Provident, Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$9 1/2
COTTON MILLS.—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 135, buyers
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$8, sales
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$23, sellers
DOCKERS AND WHARVES.—				
H'kong & Kowloon Wharf & G. Co., Ltd.	50,000	\$50	all	\$77, buyers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$55
New Amoy Dock Co., Limited	10,000	\$64	all	\$7 1/2
Shanghai Dock and Engineering Co., Ltd.	50,000	Tls. 100	all	Tls. 63, buyers
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 107
Green Island Cement Co., Limited	400,000	\$10	all	\$4, buyers
Hongkong Electric Co., Limited	50,000	\$10	all	\$24, buyers
Hongkong Hotel Company, Limited	12,000	\$50	all	\$115, buyers
Manila Metropole Hotel Limited	15,000	Ps. 10	all	\$84
Hongkong Ice Company, Limited	15,000	\$25	all	\$200
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$19 1/2, buyers
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$7
INSURANCES.—				
Canton Insurance Office Co., Limited	10,000	\$250	all	\$270, sellers
China Fire Insurance Co., Limited	20,000	\$100	all	\$150, sellers
China Union Insurance Co., Limited	24,000	\$53.33	all	\$25
Hongkong Fire Insurance Co., Limited	8,000	\$250	all	\$324
North-China Insurance Co., Limited	10,000	\$15	all	Tls. 134, sellers
Union Insurance Society, Limited	12,400	\$250	all	\$815, sales
Yankee Insurance Association, Limited	12,000	\$100	all	\$192 1/2, @ Ex 73
LANDS AND BUILDINGS.—				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	all	\$104, buyers
Hongkong Land Reclamation Co., Ltd.	25,000	\$100	all	\$200
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$8 1/2, buyers
Kowloon Land and Building Co., Ltd.	6,000	\$50	all	\$35, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 88
West Point Building Co., Limited	12,500	\$50	all	\$57, buyers
Matshushiji Ltd. (Mijn, Boshon)	25,000	Gds. 10	all	Tls. 75, sales & buy
MIXED.—				
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	35/-
Trenth Mines, Limited	150,000	\$1	all	78/9
Heewood Tin and Rubber Estate, Ltd.	222,000	2/-	all	4/2, buyers
Bau Australian Gold Mining Co., Ltd.	200,000	\$1	all	4/4, sellers
Peak Tramways Co., Limited	25,000	\$10	all	\$11 1/2, buyers
Philippine Co., Limited	50,000	\$10	all	\$1
REFINERIES.—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$108
Luxon Sugar Refining Co., Limited	7,000	\$100	all	\$41 1/2, sales
STEAMSHIP COMPANIES.—				
China and Malacca Steamship Co., Ltd.	30,000	\$25	all	\$10
Douglas Steamship Co., Limited	20,000	\$50	all	\$34
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$38
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$80, (L'don sol. £8)
Shell Transport & Trading Co., Limited	60,000 def.	\$1	all	112/6
Star Ferry Company, Limited	2,500,000	\$10	all	\$35 1/2, buyers
South China Morning Post, Limited	30,000	\$25	all	\$22 1/2
Steam Laundry Company, Limited	20,000	\$5	all	\$4, buyers
STORES AND DISPENSARIES.—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$25
Wm. Powell, Limited	15,000	\$7	all	\$9, buyers
Watkins, Limited	10,000	\$10	all	\$34
A. S. Watson & Co., Limited	90,000	\$10	all	\$6 1/2, buyers
Weissmann, Limited	3,000	\$10	all	\$12, buyers
Gande, Price & Co., Ltd.	50,000	\$10	all	\$6
Societe des Pulpes et Papeteries du Tonkin	13,200	\$50	all	\$30, sellers
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	all	\$4, buyers
Union Waterboat Co., Limited	100 fiders	\$10	all	\$330
Hongkong Tramway Co., Ltd.	50,000	\$10	all	\$14
	325,000	5/-	all	\$15, buyers

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7 1/2 p. annum	Far.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, January 20th

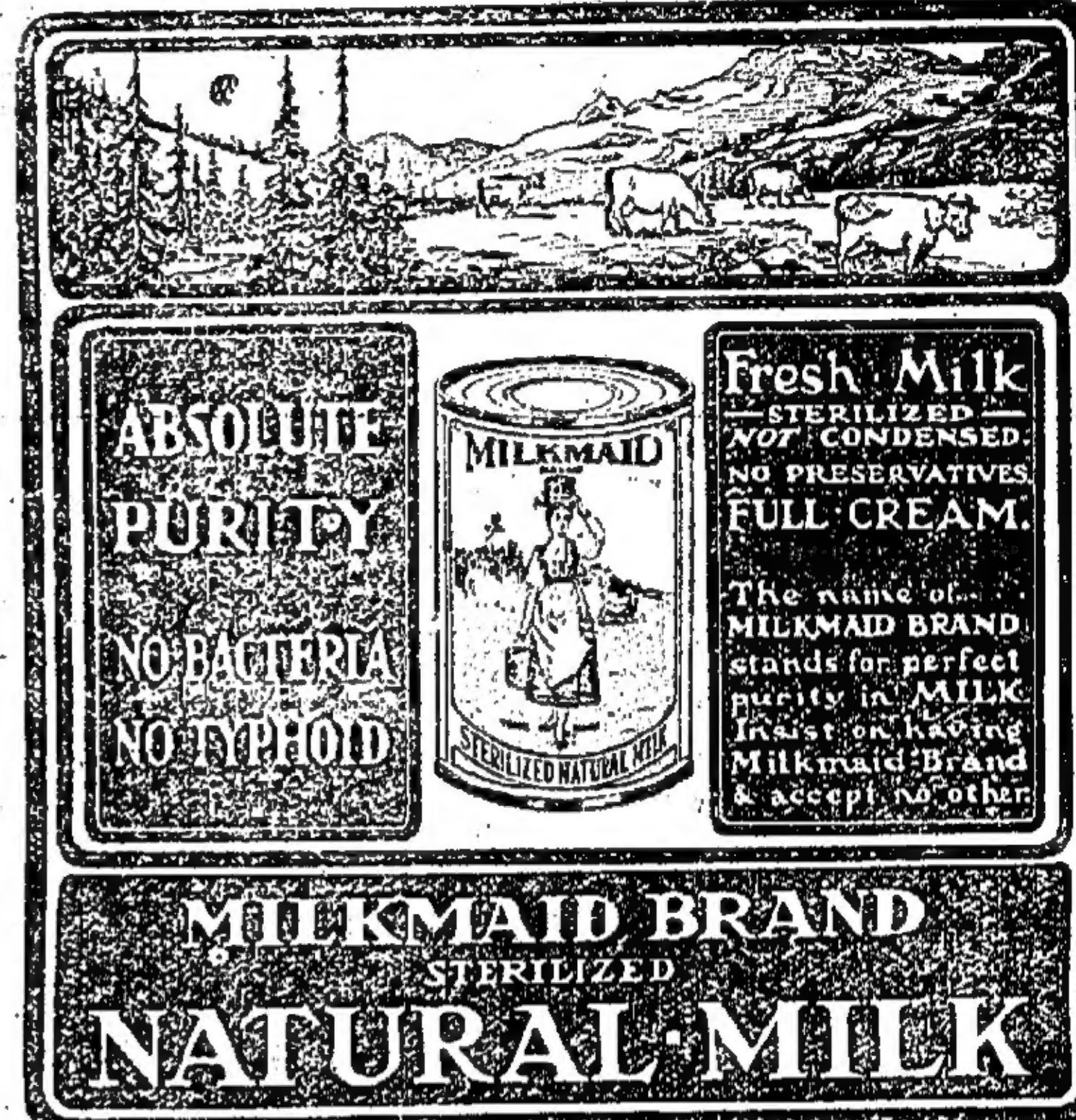
	Previous Day	On Date	On Date
	at 2 p.m.	at 6 a.m.	at 2 p.m.
Barometer	30.11	30.06	29.99
Temperature	61	61	61
Humidity	43	76	88
Wind Direction	East	East	SE
Force	4	4	4
Weather	b	c	c
Rain		0.08	

Highest open air temperature on 19th... 63
Lowest open air temperature on 19th... 56**NOTICE TO KOWLOON RESIDENTS**EXTRA COPIES of Daily Press are on sale daily at the following stores:—
KOWLOON BOOK STALL, Ferry Whar
Messrs HUNG CHEONG, Haplong Road**"CAPSTAN" MIXTURE**

"THE SKIPPER'S FAVORITE"

W. D. & H. O. WILLS.

BRISTOL and LONDON.

From top to bottom of a House
Hall's Distemper is the quickest, cleanest and most healthful form of decoration, as well as the one which conforms most to the requirements of modern fashion and good taste.**Hall's Sanitary Washable Distemper**

It is applied with a white wash brush, disinfects, and destroys all microbes, dries like flat paint, and sets hard as cement. It contains no lead and therefore does not discolour or turn black, nor crack, scale or peel off. Made in two qualities for inside and outside work; sold and used by decorators everywhere. Sample Shade Card and full particulars sent free on application to

W. C. JACK & Co., LTD.

14, DES VUEX ROAD.

TO-NIGHT	THURSDAY, 30th Jan. 1913
9 p.m.—Hughes Musical Comedy Co. at the Victoria Theatre. "A Day at the Races."	Noon.—Union Waterboat Co., Ltd., Meeting of Shareholders at Dodwell & Co.'s Office.
9.15 p.m.—Bijon Scenic Theatre.	Tuesday, 11th Feb. 1913:—
	Noon.—Hongkong, Canton and Macao Steamboat Co., Ltd., Meeting of Shareholders.

FORTHCOMING EVENTS.	NOW ON SALE.
Saturday, 25th Jan. 1913:—	MAIL TABLES FOR 1913.
Noon.—Green Island Cement Co., Ltd., Extraordinary General Meeting.	Shows the dates of departure of the Mails of Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.
3 p.m.—Auction of Booths and Matched at Race Course, by Messrs. Hughes & Hough.	Mounted on Card ... 30 Cents.
Monday, 27th Jan. 1913:—	On Paper ... 25 "
11.30 a.m.—The Hongkong Land Reclamation Co., Ltd., Twelfth Ordinary Meeting.	On Sale at the Hongkong Daily Press Office.
11.45 a.m.—The West Point Building Co., Ltd., Meeting of Shareholders.	Hongkong, 10th January, 1913.
Noon.—The Hongkong Land Investment & Agency Co., Ltd., Meeting of Shareholders.	
5.15 p.m.—Hongkong Gymkhana Club Annual General Meeting at The Hongkong Jockey Club.	

Printed and Published by HERTMAN A. HALL for the Concerned at 10A, Des Vaux Road: Central, Victoria, Hongkong; London Office, 131, Fleet Street E.C.